Global South

Independent Urban Design Review

Proposed mixed-use development, 640 Heidelberg Road, Alphington [PLN17/0703 (Amended)]

Prepared by Simon McPherson, for Yarra City Council

28 July 2022

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1.0 Introduction

1.1 Process and involvement

In June 2022, I was asked by Yarra City Council officers to prepare a report comprising urban design review and advice, regarding Amended Plans for the proposed mixed-use development at 640 Heidelberg Road, Alphington.

In preparing this review, I have:

- Received and reviewed the following background documents:
  - Alphington Paper Mills Development Plan VOL 1 Endorsed May 2016
  - AMCOR Alphington Paper Mills Development Plan VOL 2 Supporting document Endorsed May 2016
  - Development Plan Overlay, Schedule 11 (DPO11): Amcor Site, Heidelberg Road, Alphington
  - Amcor Site Design and Development Principles (City of Yarra, 2009);
  - Planning Permit (Amended) – PLN 17/0703, 640 Heidelberg Road, Alphington, dated 5 June 2018
  - Planning Permit PLN 17/0703: Decision Plans (Revision 7, dated 18/09/2020)
- Received and reviewed the current plans for the Application to Amend the Planning Permit, including:
  - Architectural Plans (Fender Katsalidis, dated 31.03.2022);
  - Urban Context Report & Design Response report (Fender Katsalidis, dated 31.03.2022);
  - Town Planning and Urban Context Report (Contour, April 2022);
  - Crime Prevention Through Environmental Design Report (Architecture & Access, dated 07/03/2022).
- Reviewed the applicable provisions of the Yarra Planning Scheme relating to urban design as listed below;
- Visited the subject site and surrounding area on 16/07/2022. The photographs in this report are my own, except where specified.

My instructions are to provide opinions on (in particular):

- *Massing, architectural treatment and finishes having regard to the previous approval;*
- *Increased building height of Building C above the preferred height of 6-8 storeys (10 storeys proposed);*
- *Presentation to the abutting streetscapes;*
- *Pedestrian connectivity from Heidelberg Road, Mills Boulevard (East) and Nelmoore Lane (south); and*
- *Any other comments on the design or presentation.*

1.2 Prior involvement

I previously assisted Yarra City Council (as a Director of SJB Urban) in reviewing the Development Plan for the Alphington Paper Mill site, including provision of written commentary and attendance at an OVGA Design Review session as an observer. This review is captured in a report dated November 2015. In the same period, SJB Urban also provided

review memos relating to proposed public spaces, including the Alphington Square and the Village Green, prepared by Amanda Roberts (then Associate, SJB Urban).

I have reviewed these documents, but given that the Development Plan has since been endorsed by Council, and a Permit granted for the current review site, I have not sought to relate any current recommendations to my advice back in 2015.

1.3 Qualifications and experience to prepare this Review

1.3.1 Qualifications and registrations

My academic qualifications are as follows:

- **Executive Masters (MSc) in Cities (Distinction),** inaugural programme (September 2016 - completed February 2018), London School of Economics and Political Sciences (LSE Cities), UK;
- **Master of Science (MSc): Built Environment - Urban Design (Distinction),** The Bartlett School, University College London, 2005-06, UK;
- **Bachelor of Architecture (BArch) (First Class Honours),** The University of Melbourne, 1996-97;
- **Bachelor of Planning and Design (BPD) (Architecture)**, The University of Melbourne, 1992-94.

My professional registrations and memberships are as follows:

- **Registered Architect**, Architects Registration Board of Victoria: individual registration number 15838;

I am engaged on the following professional organisations:

- Member, **Melbourne Design Review Panel** (City of Melbourne, 2021-);
- Member, **Victorian Design Review Panel** (OVGA, since 2016);
- Member, **Casey Design Excellence Panel** (City of Casey, 2022-);
- Member, **South Australian Design Review Panel** (ODASA, since 2011);
- Member, **Latrobe University Design Review Panel** (currently inactive);
- Member, **Research Advisory Group, PlaceLab,** RMIT University (2022-);
- Global Advisor, United Nations Global Compact – Cities Programme (discontinued);
- Member, Built Environment Task Force, Smart Cities Council – Australia/New Zealand (discontinued).

1.3.2 Experience

Professional experience

I hold over 15 years of dedicated professional experience in urban design, including:

- Urban Designer, Victorian State Government (2002-2007, including study leave);
- Director, SJB Urban (2007-2016);
- Director, Global South (2016-present).

I hold approximately 5 years of prior experience in architectural practice, in Australia and the UK.

Project experience

My urban design experience includes the following projects:

- Policy and guidelines:
  - Author/contributor, *Better Placed*, NSW Architecture and Urban Design Policy, Government Architect NSW (2016-17). Benchmark design policy, winner Australia Award for Urban Design 2017;
  - Contributor (State Government employee), Design Guidelines for Higher Density Residential Development, Activity Centre Design Guidelines;
  - Contributor, SA Medium-Density Design Guidelines;

        - Lead consultant, Urban Design Guidelines, Bowden, SA (SJB Urban, 2015).
    - Urban Design Advice:
        - Eden/Haven/Sanctuary on the River, Abbotsford, for HAMPTON (complete), (SJB Urban, 2010). High-density, mid-rise (9-11 storeys) permeable courtyard development, winner UDIA President's Award, High-Density Housing Award (National, Victoria), Masterplanned Development Award (Victoria);
        - Richmond Plaza redevelopment, for Coles (SJB Urban, 2014);
        - Grocon FCAD redevelopment, Footscray Station Precinct (SJB Urban, 2011).
    - Independent reviews:
        - Regular independent reviews of permit applications, for Councils including Melbourne, Yarra, Port Phillip, Banyule, Brimbank, Manningham and Casey.
    - Strategic plans, structure plans and Urban Design Frameworks:
        - Sunshine NEIC Urban Design Analysis and Framework Plans, for Brimbank City Council, in collaboration with Kinetica;
        - Footscray Built Form Review 2020, for Maribyrnong City Council;
        - Tarneit Major Town Centre: Economic Impact Assessment and Design Review 2018, for Wyndham City Council;
        - Oakleigh Activity Centre Transport Precinct: Design Review 2018, for Monash City Council;
        - 1160 Sayers Road, Tarneit, Structure Plan for Wyndham City Council (landowner) (SJB Urban 2014-15). Innovative, integrated plan for high-density, walkable precinct in greenfield setting;
        - Footscray Station Precinct Planning and Urban Design Framework (SJB Urban, 2008-09). Winner, PIA Transport Planning Award 2008;
        - Brighton Toyota Site UDF, for LEFTA Corporation;
        - Frankston Transit Interchange Precinct UDF and Master Plan, for DPCD (SJB Urban 2009-2012);
        - Wise Foundation 'Wellness Village' UDF, Mulgrave, for landowners (SJB Urban, 2015-16).
    - Master Plans and Concept Designs
        - Sunshine Station Master Plan 2021, for Department of Transport, in collaboration with Development Victoria;
        - Revitalising Central Dandenong (Sites 11-15) Master Plan/Development Plan, for Capital Alliance and Development Victoria, 2021;
        - Caulfield Village Master Plan, for Beck Property / Probuild (SJB Urban, 2012);
        - Greensborough Activity Centre Concept Master Plan, for Banyule City Council (2017);
        - 433 Smith Street (Fitzroy Gasworks) Master Plan, for Places Victoria (SJB Urban, 2015);
        - Master Plan, Binks Ford Site and over-rail deck, Footscray, for Places Victoria (SJB Urban, 2012);
        - Caulfield-Dandenong corridor concept/feasibility studies, for VicTrack (SJB Urban, 2015).

Experience preparing expert evidence

I have presented evidence at VCAT and Planning Panels Victoria on numerous occasions.

2.0 Context

2.1 Strategic context

2.1.1 Zoning

The subject site is situated within the **Mixed Use Zone (MUZ).** The purposes of this Zone include:

- *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.*

2.1.2 Development Plan Overlay DPO11: Amcor Site, Heidelberg Road, Alphington

The site is affected by DPO11, which provides parameters for a Development Plan, and an Indicative Framework Plan.

2.1.3 Endorsed Development Plan: Alphington Paper Mill (2016)

Overall Masterplan Principles/design priorities:

- Confluence
- Evolution of identity
- Connected and inclusive
- Diversity
- Sustainability

Land uses (Village Precinct):

- Apartments, including affordable housing
- Commercial
- Community
- Retail (including supermarkets)

Housing diversity (Village Precinct):

- Medium rise apartments
- High rise apartments
- affordable housing
- Industrial re-use

Built form:

- 4, 5, 6, 8, 14 levels.

2.1.4 Heritage Overlay

The review site is located within **Heritage Overlay HO70: 626 Heidelberg Road Alphington - Australian Paper Mills.**

2.1.5 Existing permit (2018)

The existing approved development is summarised as follows.

Podium:

- Configuration:

- Basement car parking;
- Retail complex, comprising a large Coles and smaller Aldi supermarkets and numerous retail shops facing the external streets and an internal mall;
- Commercial spaces at street frontages including upper podium levels;
- Central community hub
- Car parking at Level 1

- Frontages:
  - Mall entries from Nelmoore Lane (with travelators); Mills Blvd via Village Square; Heidelberg Road (with lift);
  - Retail shops fronting Mills Blvd;
  - Mini (Aldi) supermarket fronting Heidelberg Road;
  - Residential/Serviced Apartments to Heidelberg Road (L1);
  - Residential to Nelmoore Lane (west) and Mills Blvd (south) (L2);

Built form configuration

- North/Heidelberg Road frontage: continuous built frontage comprising:
  - North Tower (Urban Anchor);
  - Serviced Apartments building
  - The Mill
- South-west component:
  - South Tower – West (Living Matrix)
  - South Tower – East (Sculptural Building), both oriented north-south with link connection;
  - Residential Gardens in between;
  - Paper Trail Gardens to the north (south of North Tower).
- South-east component:
  - East Building (Machinery Hall);
- Central component:
  - Commercial – office and community;
  - Village Square and Terrace, interfacing to Mills Boulevard.

Heights (including podium):

- North/Heidelberg Road frontage:
  - 7 storeys (east);
  - 8 storeys (middle);
  - 14 storeys (west)
- South-west component:
  - 14 storeys (west)
  - 8 storeys (east)
- South-east component:
  - 5 storeys (east) (excluding Lower Ground);
  - 8 storeys (west) (excluding Lower Ground);
- Central component: 6 storeys

Figure 01: Approved proposal for the review site: Proposed Site & Roof Plan (except from drawing TP-100, Rev.07).

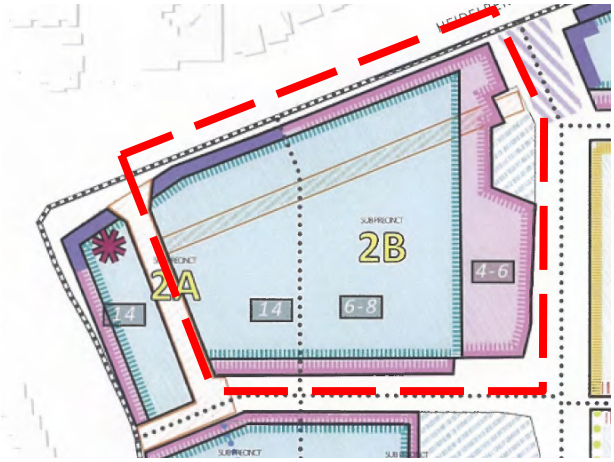


Figure 02: Excerpt from Endorsed Development Plan: Figure 99 – Built Form Treatments, indicating preferred building heights in storeys, with my indication of the review site in red dashed outline.

2.1.6 Planning Policy Framework

The following clauses are applicable to the subject site and proposal. Relevant content from these clauses is raised below in the context of my assessment of the proposal.

Clause 11 Settlement provides a range of Strategies for development in established Activity Centres, with a focus on quality, amenity, diversity and responding to context.

- **11.03-1S Activity Centres** provides strategies for building up Activity Centres as a focus for high-quality development, activity and living.
- **11.03-1R Activity Centres – Metropolitan Melbourne** provides strategies for developing activity centres to accommodate significant growth and support high levels of amenity.

Clause 15 Built Environment discusses Urban Design objectives and strategies:

- **15.01-1S Urban Design** provides strategies for safe, healthy, functional and enjoyable urban environments. Strategies include:
  - *Require development to respond to its **context in terms of character, cultural identity**, natural features, surrounding landscape and climate.*
  - *Ensure development **contributes to community and cultural life** by improving the quality of living and working environments, facilitating accessibility and providing for inclusiveness.*
  - *Ensure development **supports public realm amenity and safe access** to walking and cycling environments and public transport.*
  - *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.*
  - *Ensure that development provides **landscaping** that supports the amenity, attractiveness and safety of the public realm.*
- **15.01-1R Urban Design – Metropolitan Melbourne** seeks to *create a distinctive and liveable city with quality design and amenity.*
- **15.01-2S Building design** guides buildings which contribute positively to context and enhance the public realm, including responding to the strategic and cultural

context of the location, and minimising the detrimental impact of development on neighbouring properties and the public realm.
- **15.01-4R Healthy neighbourhoods - Metropolitan Melbourne** seeks to create a city of 20-minute neighbourhoods;
- **15.01-5S Neighbourhood character** seeks to ensure development responds to its context and reinforces a sense of place and the valued features and characteristics of the local environment and place, including by emphasising the heritage values and built form that reflect community identity.
- **15.02-1S Energy and resource efficiency** promotes consolidation of urban development and integration of land use and transport.
- **15.03-1S Heritage conservation** seeks to encourage appropriate development that respects places with identified heritage values, and to ensure an appropriate setting and context for heritage places is maintained or enhanced.

Clause 17.02-1S Business encourages *development that meets the community's needs for retail, entertainment, office and other commercial services*. Strategies include *ensuring commercial facilities are aggregated and provide net community benefit in relation to their viability, accessibility and efficient use of infrastructure*; and *locating commercial facilities in existing or planned activity centres.*

2.1.7 Local Planning Policy Framework

Yarra's Local Planning Policy Framework includes the following clauses applicable to the subject site and proposal. I have not exhaustively reproduced every policy below.

Clause 21.03 Vision states that *Yarra will have a distinctive identity as a low-rise urban form, with areas of higher development and highly valued landmarks,* and that *all new development will demonstrate design excellence.*

Clause 21.04-3 Industry, office and commercial seeks to *increase the number and diversity of local employment opportunities,* including *commercial and office use in existing industrial areas.*

Clause 21.05-1 Heritage seeks to protect and enhance Yarra's heritage places, and supports the restoration of heritage places.

Heritage is not my area of expertise, and so this Review does not address heritage directly. However, I consider heritage in the context of a comprehensive urban design review.

Clause 21.05-2 Urban Design includes the following objectives and strategies:

- *To ensure that new development contributes positively to Yarra's urban fabric.*
- *Reflect the fine grain of the subdivision pattern in building design where this is part of the original character of the area.*
- *To enhance the built form character of Yarra's activity centres.*
- *Require development within Yarra's activity centres to respect and not dominate existing built form.*
- *Support new development that contributes to the consolidation and viability of existing activity centres.*

Strategy 17.2 states that *development on strategic redevelopment sites or within activity centres should generally be no more than 5-6 storeys unless it can be demonstrated that the proposal can achieve specific benefits such as:*

- *Significant upper level setbacks*
- *Architectural design excellence*
- *Best practice environmental sustainability objectives in design and construction*
- *High quality restoration and adaptive re-use of heritage buildings*
- *Positive contribution to the enhancement of the public domain*

- *Provision of affordable housing.*

Clause 21.05-3 Built form character seeks to improve the built form character of transport corridors.

Clause 21.05-4 Public environment states that new development must add positively to Yarra's overall character and help create a safe and engaging public environment where pedestrian activity and interaction are encouraged. It seeks to ensure that buildings have a human scale at street level.

Clause 21.08-9 Neighbourhoods – Fairfield-Alphington describes this neighbourhood as a *green, leafy, residential area, comprising late Victorian, Edwardian and interwar dwellings* (with) *generous front and side setbacks and... large spacious gardens and substantial backyards.*

In implementing Clause 21.05, it encourages the redevelopment of the Alphington Paper Mill strategic re-development site, in a way that *contributes positively to the urban fabric and public domain of Yarra, and where subject to the Heritage Overlay, protects the heritage of the site and of the area.*

Clause 22.02 Development Guidelines for Sites Subject to the Heritage Overlay encourages the design of new development and alterations and additions to a heritage place or a contributory element to a heritage place to:

- *Respect the pattern, rhythm, orientation to the street, spatial characteristics, fenestration, roof form, materials and heritage character of the sur-rounding historic streetscape.*
- *Be articulated and massed to correspond with the prevailing building form of the heritage place or contributory elements to the heritage place.*
- *Be visually recessive and not dominate the heritage place.*
- *Be distinguishable from the original historic fabric.*

2.2 Built form context

2.2.1 Site interfaces

The site's immediate interfaces are as follows:

- North: Heidelberg Road
- South: Nelmore Lane
- East: Mills Boulevard
- West: Outer Circle Mews

Figure 03: Looking east along Heidelberg Road from the Chandler Highway intersection, with the subject site at centre (boarding/fence) and looking towards the new building at the corner of Heidelberg Road and Parkview Road, east of the review site.

Figure 04: Corner built form within the Alphington Paper Mill precinct, at corner Heidelberg Road and Chandler Highway (16 levels approx.).

Figure 05: Chandler Highway podium frontage.

Figure 06: Existing residential development within the Alphington Paper Mill, on Mills Boulevard (south side), south of the review site.

Figure 07: Recent residential development off Mills Boulevard (north side).

Figure 08: Recent residential development on Mills Boulevard.

Figure 09: Looking west from Parkview Road near Potter Walk (left), towards and across the review site.

Figure 10: View from Parkview Road to the CBD skyline, looking across the review site.

Figure 11: Heidelberg Road frontage to the review site, looking west.

Figure 12: Existing entrance to Mills Boulevard from Heidelberg Road.

Figure 13: The review site, looking across Heidelberg Road.

Figure 14: Existing built form west of the review site, at the Heidelberg Road frontage.

2.2.2 Physical context

The Alphington Paper Mill site has undergone extensive redevelopment in implementing the Development Plan, as shown above. The prominent higher-rise form at the corner of Heidelberg Road and Chandler Highway extends to approximately 16 levels, with a 4-5 storey podium/street wall and broad tower frontages.

Further south and south-east, a range of townhouse forms address new streets and lanes through the precinct, and reflect contemporary design and a range of materials including brickwork, steel and glass.

2.3 Proposed development

2.3.1 Configuration

The proposed development comprises:

- North/Heidelberg Road frontage: Frontage form with central break (Buildings A and D);
- East/Mills Blvd frontage: Frontage form (Building F);
- South/Nelmoore Lane: Frontage form (Building E)
- West/Outer Circle Mews: Frontage form (Building B)
- Central: V-shaped form (Building C).

2.3.2 Heights

The proposed building heights are as follows:

North/Heidelberg Road frontage (Buildings A and D);

- **5 storeys** (east) (Building D);
  - (Lower Ground Level is below grade);
  - Street wall: Upper Ground;
  - Building D tower: Levels 1, 2, 3, 4.
- **9 storeys** (central-east) (Building D):
  - Mezzanine (excluded – access spaces only), Upper Ground, Level 1, Level 2;
  - Tower: Levels 3, 4, 5, 6, 7, 8
- **13 storeys** (central-west) (Building A);
- **14 storeys** (west) (Building A);
  - (Lower Ground Level is below grade);
  - Street wall: Upper Ground, Level 1, Level 2;
  - Building A tower: Levels 3-13 (11 floors).

East/Mills Blvd frontage (Building F):

- **7 storeys;**
  - Lower Ground retail is RL 27.7m (6.0m in floor height), and projects more than 2.2m above ground level, so constitutes a floor level at this frontage.;
  - (Upper Ground is RL 33.7m);
  - Podium: Lower Ground, Upper Ground, Levels 1, 2;
  - Building F tower: Levels 3, 4, 5.

South/Nelmoore Lane (Building E) (refer Floor Plans and Section D, drawing TP2501):

- **9 storeys:**
  - Podium: Lower Ground, Upper Ground, Medical Centre, Level 1, Level 2;
  - Building E tower: Levels 3, 4, 5, 6.

West/Outer Circle Mews (Building B):

- **14 storeys;**
- **8 storeys** (southern portion);

Central (Building C):

- **10 storeys**, with step-down to **9 storeys** at east.
  - Lower Ground retail is RL 27.7m (6.0m in floor height), and projects more than 2.2m above ground level, so constitutes a floor level at this frontage.;
  - Podium: Lower Ground, Upper Ground, Levels 1, 2;
  - Building C tower: Levels 3, 4, 5, 6, 7, 8 (noting different floor levels to frontage buildings).

Figure 15: Approved proposal for the review site: Proposed Site & Roof Plan (except from drawing TP-100, Rev.07).

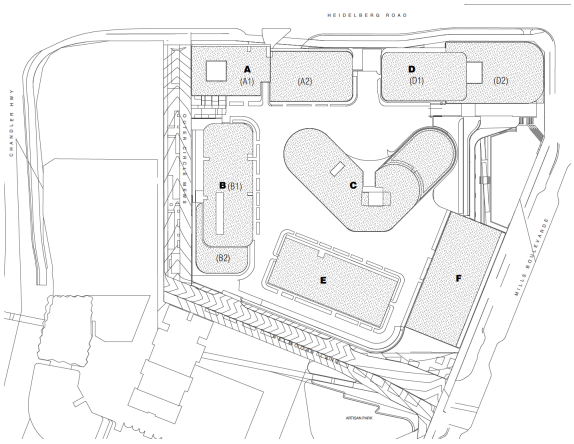


Figure 16: Excerpt from current (Amended) proposal Site Plan (drawing TP0004).

3.0 Review of the proposed development

3.1 Is the built form siting appropriate?

3.1.1 Assessment

Podium site coverage

The proposed podium form containing the supermarkets, retail, car parking and other uses, occupies the full extent of the subject land, except for the Village Square (park area) fronting Mills Boulevard.

This is generally consistent with the approved proposal, and is an appropriate response to the site and proposed land uses, and to addressing the varying topography across the site.

Perimeter block arrangement

The amended proposal reflects a clearer *perimeter block* arrangement of built form than the Approved plans. The *perimeter block* typology comprises built form along the edges of the 'block', at the street frontages, with a courtyard or enclosed space internally within the block.

It is derived from a traditional or European urban design approach. Its potential benefits include clear definition and framing of the public ream/streetscapes, building form with windows in both directions (inwards and outwards), and potential semi-private open space in the courtyards.

The Amended proposal incorporates Buildings A, B, D, E and F aligned to street frontages, with varying breaks between these buildings and a broader 'opening' at the Village Square.

The courtyard contains Building C, as well as surrounding open spaces.

I consider this an effective layout 'in principle' and subject to more detailed assessments.

Park area / village square

The location of the Village Square makes it subject to shadows from built form to the north, but this outcome is aligned with the Development Plan, which indicates 6-storey built form north of the Square. The current proposal is for 5-storey built form in this location, but stepping up towards the west.

This location ensures the Square is removed from the noise and exposure impacts of Heidelberg Road. It receives reasonable sunlight access at the equinox up to 2pm, but is largely in shadow at 3pm.

In winter, the Square is largely in shadow by 12pm,

Building spacing

Proposed building separation is as follows:

Between:	and:	Separation:	Interfacing height:
Building A	Building D	12m	6 levels
Building A	Building C	12m min.	6 levels
Building D	Building C	13.2m min.	6 levels
Building B	Building C	13.8m min.	6 levels
Building A	Building B	12m min.	10 levels
Building B	Building E	11.4m min. / 14m	4 levels
Building E	Building C	12m min.	4 levels
Building F	Building C	13.4m min.	3 levels

These interfaces include both primary outlooks and secondary outlooks where buildings face one another.

I consider the separation distances to be acceptable, given that they all exceed the widely accepted minimum of 9m for residential uses, and the siting of buildings avoids extensive lengths of façade directly facing other buildings. Further, the vertical height of the spaces between buildings is limited in most cases.

Courtyard spaces

The V-shaped footprint of Building C creates three general interconnecting courtyard areas at podium level (Level 3), as follows:

- The space north of Building C measures approximately 25m x 50m (broad estimate).
- The space south-west of Building C measures approximately (up to) 25m x 40m.
- The space south-east of Building C measures approximately (up to) 25m x 40m.

The Level 3 plan shows additional smaller outdoor spaces between adjacent buildings.

I consider that these spaces are adequately sized to facilitate usage by residents. The shadow diagrams indicate that these spaces will receive a range of sunlight conditions across the day, allowing residents to choose where to spend time, although solar access is quite limited after 2pm.

Based on this assessment, I consider that the proposed building siting is appropriate.

3.2 Is the distribution of land use appropriate?

3.2.1 Assessment

Key aspects of the proposed land use distribution include:

- The supermarket tenancies are below grade, and away from street frontages, to avoid impacts on frontages from large inactive edges to these uses;
- Smaller retail shops front the Village Square, to provide finer-grain activation and a variety of options for visitors;
- Food and Beverage tenancies front Mills Boulevard and the Village Square (above retail), to provide further activation (including during evenings presumably);
- Community/recreation facilities are located along Nelmoore Lane, facing the emerging residential community and away from major roads.
- Car parking at Levels 1 and 2 is fully 'sleeved' by active edges to the external streets;
- Indoor amenities for residents are located in the 'ground floor' of Building C (Level 3) interfacing with the communal outdoor courtyard spaces;
- Office space fronts Heidelberg Road at Upper Ground Floor level, and higher levels close to Mills Boulevard, to avoid direct residential frontages to this busy road and entrance point.
- Communal courtyard spaces are fronted by apartments on all sides.

I consider this to reflect an appropriate and considered distribution of land uses.

The integration of retail, hospitality, commercial office, community and residential uses will support a vibrant setting across the daytime and evening.

I therefore consider the proposed land use approach to be appropriate.

3.3 Is pedestrian connectivity appropriately accommodated?

3.3.1 Proposal

Pedestrian entrances

From Heidelberg Road, a combined entrance is provided to:

- Retail entry lobby (downstairs or DDA lift);
- Residential lobby;
- Office lobby.

From Mills Boulevard, three (3) entrances to the retail mall are available adjacent to the Village Square (via ramps or stairs to the lower level).

Mills Boulevard also incorporates a shared entry for the community facilities, and an entry/lobby to Building F.

From Nelmoore Lane, a pedestrian entrance to the retail mall is aligned with the entrance from Heidelberg Road, but noting the level change across this alignment, and that this retail environment may be closed in the evening, restricting through-movement.

The overall development footprint measures approximately 115m long at the west, and 150m long at the east, so is not considered excessively large in terms of pedestrian movement around it (if through access is not available).

Nelmoore Lane also incorporates a shared entry for the community facilities, and an entry/lobby to Building E.

Paper Trail path

The frontage to Outer Circle Mews incorporates an extent of back-of-house services, but also two entry lobbies to Buildings A and B, and an entry way to the Paper Trail, which extends up to the courtyard via a cascading stair feature.

The Paper Trail links back to the Village Square and Mills Boulevard to the east via further stairs. I understand this connection is publicly accessible, but incorporates a significant level change between the streets and the podium, which may discourage pedestrian access.

The courtyard level (Level 3) does not provide stair connections to Nelmoore Lane to the south.

3.3.2 Assessment

Paper Trail / courtyard

I understand the Paper Trail is envisaged as a public accessible pedestrian link, but the height difference between the adjoining streets and the podium is substantial (approximately 17m), requiring six (6) flights of stairs from Mills Boulevard. This raises questions about the usefulness and useability of these stairs (and therefore the connection across the podium).

The Development Plan (Figure 96, section 5.2) indicates a 'publicly accessible space along the Paper Trail alignment as a linear connection between Outer Circle Mews and Mills Boulevard, set back from the Heidelberg Road frontage. The Paper Trail proposal appears to respond to this element of the Development Plan, but therefore makes the entire podium courtyard potentially publicly accessible.

In considering the approved proposal for the review site, the Paper Trail level is at RL44.800m. In the current proposal the Paper Trail level is RL 47.700m, so 2.9m higher, which requires a greater number of stairs.

The previous proposal had a more gradual stair profile to Mills Boulevard (with an broader 'interim' level), but a more abrupt 'external' stair to Outer Circle Mews. While more gradual stairs provide an accessibility benefit, this also results in reduced path length at the podium level.

It is generally more typical for courtyards away from street frontages to be communal/semi-private, rather than publicly accessible spaces, providing an amenity for residents and visitors. In the review site's context, this approach (a semi-private courtyard) seems more logical than a public space at the elevated courtyard level, but I recognise this may conflict with the requirement for a public link across the podium.

I would assume that even with public access, the extent of pedestrian movement across the podium via the Paper Trail will be limited.

The configuration of entrances and access appropriately provides the most active and permeable interface to Mills Boulevard as the public 'frontage' to the development, away from the impacts of the major road interface, and with a more community-focussed permeable edge to Nelmoore Lane to the south.

The development is permeable on all frontages (to varying extents).

Entrances

The entrances to the retail mall are identified in the streetscapes/frontages by defined 'portal' forms (approximately double-height) in green copper cladding, as shown in the North Elevation (TP2000) and South Elevation (TP2002). The southern portal entrance is prominent in the render at TP3002 but the northern entrance is less pronounced in the render at TP3003.

I support this approach of using distinctive materials and forms to identify public entrances, btu I assume signage for the supermarkets and other tenancies will be prominent in the frontages also.

3.4 Are the building heights and massing appropriate?

3.4.1 Development Plan guidance

The review site/proposal spans Precincts A and C in the Development Plan.

The design philosophy (section 5.5) includes:

- Precinct A:
  - *A campus of taller buildings... presents a varied skyline and attractive silhouette when viewed from a distance.*
  - *The building mass will be broken into multiple buildings with individual expression.*
  - *Upper level setbacks will be provided above a podium where appropriate and suitable separation will be provided between towers.*
- Precinct C:
  - *The major gateway at the main road intersection* (Mills Boulevard) *will be marked by more visually prominent built form...*

The height controls for Precincts A and C in the Development Plan (Figure 98, section 5.5) are *preferred building heights*, as opposed to (mandatory) *maximum building heights*, which apply to Precincts D, E and F, for example. The preferred building heights are listed as 14 storeys and 6-8 storeys for Precincts A and C respectively.

Street wall heights are listed as 3 storeys for Precinct A, and 6 storeys for Precinct C.

The minimum setbacks above podium (from section 5.6) are:

- Outer Circle: 2.2m
- Village: greater than 2.2m, having regard to height, transitions and interfaces.
- Gateway (including the western part of the review site's northern frontage): 0m.

3.4.2 Assessment of building heights

The Development Plan identifies the subject site for *multi-level, higher density development (mixed use)*, and proposes heights of 5-14 storeys for the review site area, as indicated below.

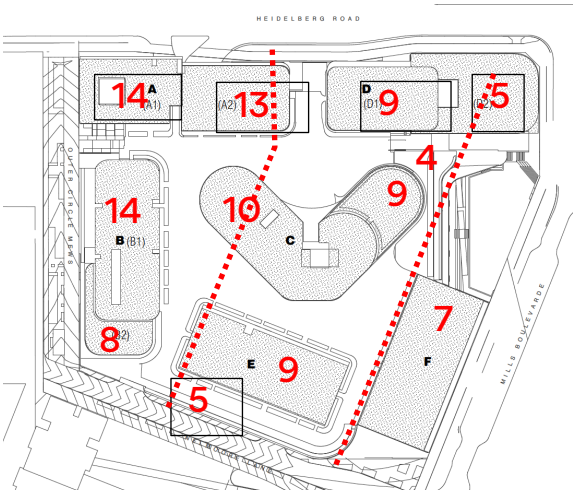


Figure 17: Excerpt from current (Amended) proposal Site Plan (drawing TP0004), with my notes on proposed heights (storeys) as outlined above, in red, and my approximate indication of the lines between preferred height areas, from the Development Plan.

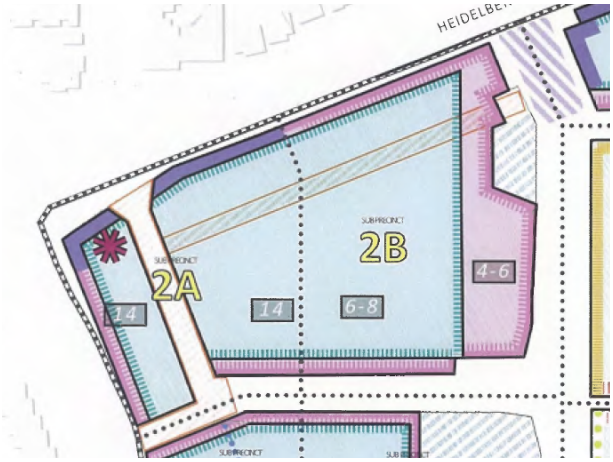


Figure 18: Excerpt from Endorsed Development Plan: Figure 99 – Built Form Treatments, indicating preferred building heights in storeys. Pink indicates 'Podium' frontages, blue is 'above podium' and purple is 'gateway built form'.

As shown above, the proposed heights are generally in accordance with the preferred heights in the Development Plan, noting the following:

- The highest forms comply with the preferred maximum height in Precinct A, at 14 storeys;
- Podium frontages are provided to all street interfaces;
- Buildings C exceeds the preferred height by 1-2 levels;
- Building D1 (9 storeys) exceeds the preferred height by 1 level;
- Building E (9 storeys) exceeds the preferred height by 1 level;
- Building F (7 storeys) exceeds the preferred height by 1 level;
- Building D2 (5 storeys) is within the preferred maximum height range of 4-6 storeys;
- Podium frontages to Mills Boulevard and Nelmoore Lane are within the preferred maximum height range of 4-6 storeys;

Building C

Building C is located centrally within the site, with limited visibility from street frontages, and is therefore experienced as a 5-6 storey 'pavilion' building within the podium courtyard. The height of Building C is relevant to overshadowing outcomes in the courtyard spaces, and the proportionality of these spaces.

The height above podium to roof level (excluding rooftop plant) is approximately 21m (6 storeys with a high 'ground floor' Amenities level). Given that the courtyard spaces around Building C extend to approximately 25m in width (and greater lengths, albeit as the width reduces), I consider the Building C height of approximately 21m to be acceptable, and do not consider it overbearing or overly high in the courtyard setting.

On consideration of the shadow diagrams for the equinox, I recognise that a potential height reduction of 1-2 levels would provide for a meaningful increase in solar access between 12pm and 2pm approximately, to the south-east and south-west of Building C.

However, in recognising the nature of the podium courtyard spaces in this higher-density setting, and the availability of the Village Square and other larger open spaces within the

Alphington Paper Mills development to the south, I do not consider that a reduction in height to Building C is necessitated by the above solar access considerations.

Building C does not appear to substantially overshadow the north façade of Buildings E or F.

I therefore consider the height of Building C to be acceptable as proposed.

Building D1

This western part of Building D is north of Building C, and so removed from the Village Square's northern interface. Its shadow impacts the Village Square by 3pm, but the proposed additional height does not appear to substantially increase this shadowing extent.

The height is also appropriate within the frontage transition in heights from west to east, as shown in the North Elevation (drawing TP2000), and in the context of the Heidelberg Road environment.

The proposed heights also provide a clearer transition in heights along Heidelberg Road, in comparison to the approved proposal, as shown below:

I therefore consider the height of Building D1 to be acceptable.

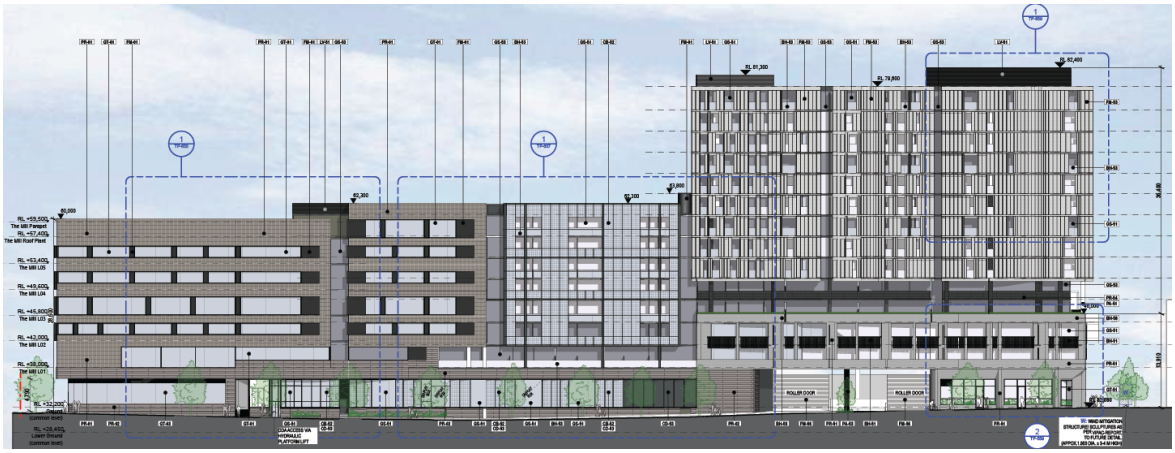


Figure 19: North Elevation, previous approved proposal (except from drawing TP-500 Rev.7).

Figure 20: North Elevation, current proposal, reflecting a clearer transition in heights along the Heidelberg Road frontage (except from drawing TP2000 Rev.A).

Buildings E and F

I am not aware of any shadowing concerns for Mills Boulevard or Nelmoore Lane.

The substantial setback of Building E from the Nelmoore Lane frontage reinforces the 5-storey street frontage form, and significantly reduces the visual presence of the higher form, as shown in the render at drawing TP3002.

The height of Building F appears proportionate to that of Building D, and these effectively buildings 'frame' the Village Square space, and do not appear dominant or overbearing in relation to the Square, based on the render at drawing TP3001.

I therefore also consider these heights to be acceptable.

3.4.3 Assessment of building setbacks and breaks

For this review, I have not considered the height and depth of all setbacks, given the overall scale and complexity of the proposed development, and its position within a larger redevelopment setting, without established sensitive interfaces.

Heidelberg Road frontage

This frontage (see render, TP3003) incorporates a 3-storey (approximately) street wall which appears to align with that of the existing landmark corner building, with varying upper-level setbacks. The lower height building at the corner of Mills Boulevard does not incorporate a street wall or setbacks, but has a distinct arched presentation to the lower two levels.

Mills Boulevard frontage

The Village Square is framed by buildings with higher street walls (as the Development Plan suggests for Precinct C), providing strong edges to the more recessive terraced condition at the west of this public space.

Nelmoore Lane frontage (south)

This frontage is also characterised 5-storey street walls (approximately), with increased setback to the upper levels of Building E.

Outer Circle frontage (west)

This frontage comprises a 4-storey street wall with setbacks to the taller Building B form, again in accordance with the Development Plan. I consider the 4-storey street wall to be acceptable, in that it extends/aligns to the Heidelberg Road street wall.

I consider the proposed approach to street walls and upper level setbacks to be appropriate and responsive to guidance in the Development Plan.

3.5 Is the architectural expression appropriate?

3.5.1 Assessment

The Development Plan suggests this area will become a *campus of buildings which are broken up through individual expression*.

My review here is concise and brief, in response to the scale of the proposal and variety of design expressions employed.

The proposed facades comprise a range of expressions and components, including:

- Grid-based facades with protruding columns and edge beams (but in caried materials and details);
- Curved building corners, to 'soften' the forms;
- Arched openings at Ground Floor, in response to the Ground Floor frontage to the existing landmark corner building, and at upper levels in some buildings;
- Varied materials and colours, including distinction between street walls and upper levels, and between individual buildings, and
- Varied spacing of vertical and horizontal elements, for changing streetscape modulation and rhythm.

The resultant architectural expression is highly considered and resolved, and indicates a sense of visual quality and 'craft' through materials and details. The language is restrained and refined yet visually interesting through the diversity of materials and components.

4.0 Conclusion

The proposed development at 640 Heidelberg Road, within the Alphington Paper Mills site, is a large and complex proposal, which responds to the strategic direction for an intensive, higher-scale, mixed use activity hub in this location.

I consider that the changes in form and scale from the approved proposal for this site are acceptable, and that the current proposal presents a clearer urban design response to the site, and an effective architectural outcome.

I therefore consider that this proposed development should be supported on urban design grounds.

Traffic Engineering Review

Traffix Group

To:	Amy Hodgen (City of Yarra)	From:	Leigh Furness (Traffix Group)
Our Ref:	G32310M-01A	Date:	Tuesday, 30 August 2022

The Village Alphington – 640 Heidelberg Road, Alphington
Proposed Planning Permit Amendment

Introduction

This memorandum provides a traffic engineering response to five key questions posed by the City of Yarra's statutory planning team in relation to the proposal to amend the Planning Permit for 640 Heidelberg Road, Alphington (The Village Alphington).

This review is confined the five questions posed. The principal document reviewed as part in preparing this response is the Traffic Impact Assessment prepared by Ratio, dated 31st May, 2022.

Proposal

The table below provides a summary of the development. The development proposes 1,043 car spaces, 437 allocated to short-term parking (visitors/customers) and 606 long-term spaces (resident, employee).

Table 1: Development Summary

Characteristics	Description	
Uses	Size/No.	Notes
Dwellings: One-bedroom Apt. Two-bedroom Apt. Three-bedroom Apt.	 319 256 57	99 Affordable dwellings All remaining dwellings Build-to-Rent
Serviced apartments	None	Removed
Supermarket - Coles	4,214m^2	+251m^2
Supermarket – ALDI	1,836m^2	
Shop	3,609m^2	-250m^2
Restricted retail	2,200m^2	New use
Place of Assembly (Community space)	2,404m^2 200 patrons	No change
Food & Drink Premises	2,586m^2	+2,203m^2
Gym	905m^2	-2,545m^2
Office	6,101m^2	-1,364m^2
Childcare centre	120 children	+30 children
Medical Centre	8 practitioners	

Is a reduced rate of 1.5 spaces per 100sqm of office appropriate for this site?

The Clause 52.06-5 car parking requirement for an office on this site is 3.5 car spaces per 100m^2. The reduced Column B office rate (which does not apply) is 3.0 car spaces per 100m^2.

The office car parking is conditioned at 2.5 car spaces per 100m^2. Accordingly, the site has approval for a 30% reduction on the statutory requirement.

The application proposes office car parking at a rate of 1.5 car spaces per 100m^2, which is a 60% reduction of the Clause 52.06-5 requirement. The justification for the reduced rate in the traffic assessment includes the following:

- Case study data from various locations in Box Hill, South Yarra, Macquarie Park, Bridge Road (Richmond) and Kensington. The case study data appears to be a mixture of approved developments or the statutory car parking controls that apply to the area[1].
- The site has 'good public transport options'.
- Low office car parking accords with City of Yarra sustainable transport policies and objectives.
- Office car parking will be constrained by the provision of car parking (i.e. demand will adjust to meet the supply).
- Bicycle parking provided is 'best practice' to support the low office car parking rate and the site is well connected to bicycle infrastructure.

Regarding the case studies and public transport access, the report does not provide a direct comparison between the case study 'sites' and transit scores of the subject site. We note that:

- The site is within walking distance of a railway station, however, the Village is not located within the Principal Public Transport Network. Aside from the train station, it has access to three bus services:
  - Two of the services are not especially frequent, operating at 18-30 minute intervals.
  - The remaining bus service provides only 4 services per day.
- The site is not within a large activity centre such as Box Hill, South Yarra or Bridge Road.

As such, the public transport services available to the site could not be described as being at a similar level to any of the cited case studies and is not located in a large activity centre.

We understand that in separate correspondence, the applicant has cited the impacts of the pandemic in reducing office occupation rates, meaning that less car parking will be

[1] Although in the case of Forest Hill, South Yarra, there is no Parking Overlay reducing the statutory requirement. The 0.99 rate is an 'informal' planning position.

required. We expect that over time, office occupation rates will increase through a combination of:

- Offices changing their leasing arrangements to reflect the lower need for floor space. This may include measures such as hotdesking to maximise floor space efficiency (to reflect permanent effects of a percentage of workers being at home on any given day).
- Offices returning to pre-pandemic operation (less working from home than is currently the case).

It is our view that the site location and its access to public transport services does not support the substantial office car parking rate proposed and the approved 2.5 car spaces/100m^2 rate remains appropriate.

Would you agree that a Built to Rent scheme is likely to attract a lower car parking rate than standard apartments? Or are there any other justifications for a residential rate of 0.7 spaces per dwelling?

The site is currently required to provide:

- 0.5 car spaces per one-bedroom dwelling, and
- 1 car spaces per two or three-bedroom dwelling. This is in line with the statutory requirements of Clause 52.06-5 (Column A or B).

Based on the number and size of dwellings proposed (setting aside whether the dwelling is Build-to-Rent (BTR) or affordable housing), the development is required to provide 472 car spaces for the dwellings.

We understand that applicant is proposing a rate of 0.7 car spaces per dwelling overall. Applying a universal rate 0.7 car spaces per dwelling requires 442 car spaces. The difference in total resident parking provision is relatively modest.

The justification for the reduced rate is unspecified case study data by Ratio.

BRT is a relatively new form of housing model and we do not have empirical data for this type of housing. As noted in previous advice on past applications, there is limited comparable ABS car ownership data to support lowering the car parking rate further.

One advantage of the BRT model is that car parking can be 'unbundled' from the apartments. This allows the flexibility for a tenant to rent an apartment and then only rent a car space if it is required. Private dwellings have the car parking tied to each dwelling, which does not allow sharing of car parking and reduces the efficiency of any car parking provided. It is our opinion that the provision for flexible car parking under a BRT scheme would offset the relatively small overall net loss of car spaces.

It is noted that two car share vehicles are proposed, which provides residents without a car space the option of using a car for the times when it is essential. While these two vehicles do not strictly replace private car parking, they do support additional dwellings without it.

Based on the above, we are comfortable with the lower car parking rates proposed as part of the Build-to-Rent model (with unbundled car parking).

Is a rate of 1.4 spaces per 100sqm for restricted retail proposed by the applicant acceptable?

The statutory car parking requirement for restricted retail is 3 car spaces per 100m^2. The Column B rate (which does not apply) marginally reduces this rate to 2.5 car spaces per 100m^2.

The Traffic Report only cites unspecified traffic data from other consultants to support the proposed rate. Accordingly, the report doesn't provide the information necessary to assess whether the empirical data provided is reasonable.

Case study data within our database at Traffix Group for 29 sites across Metro Melbourne suggests an 85th percentile demand for 1.45 car spaces per 100m^2 on weekdays and slightly more on weekends.

On this basis, we accept the reduced empirical car parking demand rate for the new restricted retail use.

Is changing access for long term parking to Heidelberg Rd only and short term from Nelmoore Lane only an issue?

This is a potentially significant change that is not analysed in detail within the Ratio Traffic Report.

Historically, this site had short-term customer parking accessed from both Heidelberg Road and Nelmoore Lane, with long-term parking only from Nelmoore Lane.

The last approval changed this so both users could use either access point.

The new change results in the long-term carpark being accessible from Heidelberg Road only, which is limited to left-in/left-out movements. The left-in movement is particularly constraining, because anyone arriving from the north, west or south has to complete a circuitous route (passing through multiple intersections) in order to be able to turn left into this carpark (as no U-turns will be physically possible at the Heidelberg Road/Latrobe Avenue intersection). There are less concerns with exit movements, as the Chandler Highway intersection facilitates movements in all directions.

The short-term carpark will generate considerably more traffic than the long-term carpark. Without an access point to Heidelberg Road, this traffic has no alternative but to use Nelmoore Lane and the 'internal' street network to access this carpark. This change has the following potential impacts:

- There may be impacts on Nelmoore Lane and Mills Boulevard/Latrobe Avenue from an environmental capacity or amenity perspective. Particularly Nelmoore Lane may carry considerably more traffic than previously assumed.
- The capacity of the 'external' intersections at Mills Boulevard and Latrobe Avenue to accommodate the change in traffic patterns may be impacted.

To the best of our knowledge, previous permit approvals for this site have relied on the historical planning process (and detailed traffic modelling) for the approval of the overall Alphington Paper Mill site. The traffic impacts of each amendment have been justified on the proposed use generating less than what was previously forecast. Accordingly, the traffic movements at a local level for this development site have not assessed by detailed traffic modelling.

From a high level perspective, our preferred arrangement from a would be for:

- The short-term carpark to have access to both vehicle access points. This carpark will generate the most movements and direct access to Heidelberg Road reduces traffic internally within the overall Paper Mill site. Nelmoore Lane provides the more convenient alternative for traffic arriving from the north, west and south.
- The long-term carpark access from Nelmoore Lane. We would not have a concern with this carpark having access in both locations, however Heidelberg Road access is not essential.

Conclusion

We trust the above provides satisfactory answers to your specific questions. If you require any further information, do not hesitate to contact me.

Yours faithfully,

TRAFFIX GROUP PTY LTD

LEIGH FURNESS

Director

www.traffixgroup.com.au

17 June 2022

640.10090.05320 626 Heidelberg Rd Alphington Lot B 20220617.docx

City of Yarra
PO Box 168
RICHMOND VIC 3121

Attention: Amy Hodgen

Dear Amy

640 Heidelberg Road, Alphington, (formerly 626 Heidelberg Road, Lot 2B) Development Application Acoustic Review PLN 17/0703.02

SLR Consulting Pty Ltd (SLR) has been retained by the City of Yarra to provide a review of the revised acoustic assessment report for the mixed use development proposed for 640 Heidelberg Road, Alphington, (formerly 626 Heidelberg Road, Lot 2B).

Details of the report are as follows:

- Title: Alphington Village Acoustic Assessment
- Reference: Revision 1
- Date: 25 March 2022
- Prepared for: THC Alphington Devco Pty Ltd
- Prepared by: Acoustic Logic Pty Ltd

The report was revised to address Condition 14 of the Yarra City Council planning permit for the project, which pertains to acoustics. Condition 14 is reproduced below.

14. Before the development commences, an amended Acoustic Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Acoustic Report will be endorsed and will form part of this permit. The amended Acoustic Report must be generally in accordance with the Acoustic Report prepared by Norman Disney Young Pty Ltd and dated 14 July 2020, but modified to include (or show, or address):

a. Acoustic specifications of the external walls to the multi-purpose court to achieve improved external noise levels on adjacent apartment balconies;

b. Structure borne noise from ball bouncing within the multipurpose court and measure to address potential impacts on adjoining land uses;

c. Provide a high level of structure-borne sound isolation between the multi-purpose court and adjacent uses, such as could be achieved with a structural break or a 'floating' concrete floor;

d. Consider structure borne sound from the indoor recreational facility on surrounding commercial premises;

e. Provision for a high deflective gym floor to the indoor recreation facility;

f. Provide adequate acoustic treatment to the community spaces and multipurpose court to enable live music/performance in accordance with SEPP N2 base noise limits, to protect the adjacent residential uses and the school building; and

g. Assessment of noise from the childcare centre, measured at external targets of 'background and 10dB' with sound power reference levels from AAAC Guideline for Childcare Centres Acoustic Assessment, version 3.0.

SLR reviewed the NDY report dated 14 July 2020 and provided feedback in our review of 30 November 2020. Those review comments formed the basis of some of the acoustic permit conditions. The development has subsequently undergone substantial redesign and it is understood that the current report, which was prepared by a different acoustic consultancy, has been prepared to address both Condition 14 and the updated plans.

SLR have been retained to review the acoustic report with respect to Condition 14, and with respect to general acoustic amenity issues on the project.

1 Condition 14

The following sub-sections consider the extent to which the report addresses both the permit conditions and the latest plans.

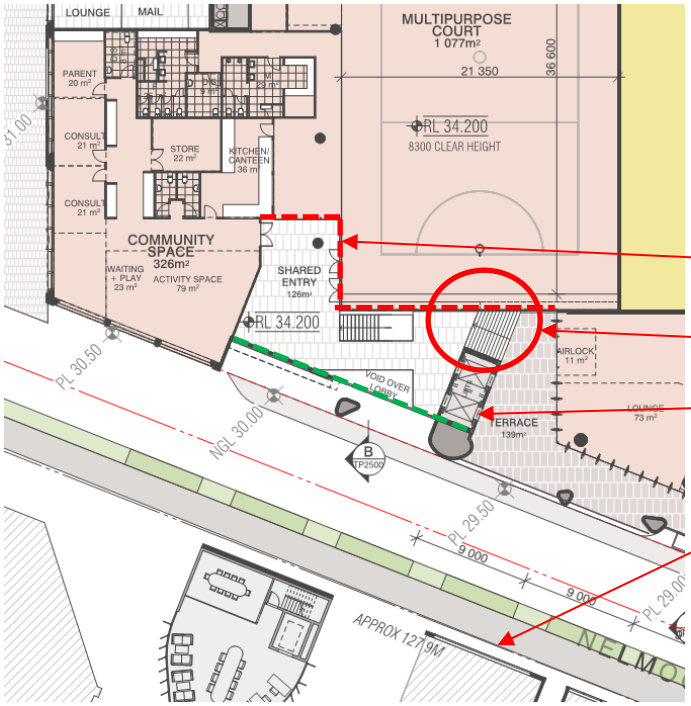
Condition 14(a) – Acoustic specification of the external walls to the multipurpose court to achieve reasonable external noise levels on adjacent apartment balconies

SLR Comments on design changes: The design of the multipurpose court has changed subsequent to the permit being issued, and the court is now generally enclosed on the ground floor with minimal external walls / glazing. The issue of noise from the court to balconies is minimised due to these changes in the design. Nevertheless, apartments in Lot 2B are within 25 m of the south wall of the court, and we would like to confirm that these dwellings will be adequately protected from any noise generated in the multipurpose court, particularly as noise impacts may include music. The acoustic report does not provide a specification for the external walls of the multipurpose court.

From our understanding of the architectural drawings, the shared entry to the multipurpose court is almost fully enclosed, with the only opening being the stairs to the terrace. See snip below.

We recommend that a specification be provided in the acoustic report for the external walls of the court, such that nuisance to the nearby apartments is minimised and compliance with the Noise Protocol will be achieved if the space is used for music.

Figure 1 Multipurpose court external walls



External walls of court (dashed red line)

Opening to external terrace

Full height wall in this location (?)

Apartment bedrooms in lot 2B

Condition 14(b) – Structureborne noise from ball bouncing within the multipurpose court and measure to address potential impacts on adjoining land uses

(Section 9 of the report)

The ground floor court is proposed to incorporate a secondary isolated floating floor on damped springs.

SLR Comment: *The proposed floor will address impact noise to both the supermarket below, adjacent commercial and community spaces, and the nearest apartments which are on Level 1 and slightly offset from the court.*

Condition 14b is addressed.

Condition 14(c) – Provide a high level of structure-borne sound isolation between the multi-purpose court and adjacent uses, such as could be achieved with a structural break or a 'floating' concrete floor

SLR Comment: *The proposed vibration isolated floor will address structureborne sound.* ***Condition 14c is addressed.***

Condition 14(d) – Consider structure borne sound from the indoor recreational facility (gym) on surrounding commercial premises

(Section 12 of the report)

The gym is proposed to be designed to comply with the following criteria:

- In apartments:

- In bedrooms at night - 25 dBA $L_{eq,15\ mins}$ and 30 dBA L_{max} and
- In habitable rooms during the day - 30 dBA $L_{eq,15\ mins}$ and 30 dBA L_{max} and
- Publication 1826.4
- Vibration criteria in accordance with AS ISO 2631.2-2014

- In retail and commercial areas:
  - 40 dBA L_{eq}, and 45 dBA L_{max}

An approved vibration isolation floor system is proposed for areas where high impacts are likely to take place. In areas where moderate impacts are likely a lessor covering, such as Regupol 4080 is proposed.

The gym has been relocated to the ground floor, and has retail below, retail and loading areas adjacent and carparking above. In the earlier design it was directly below apartments and adjacent offices.

SLR Comments: *The Association of Australian Acoustic Consultants Guideline for Acoustic Assessment of Gymnasiums and Exercise Facilities was released in February 2022. That document recommends lower maximum noise levels in apartment bedrooms at night (i.e. 25 L_{Amax}). We recommend that these more onerous criteria be adopted for bedrooms at night. In other respects the proposed criteria is appropriate.*

Details of the proposed floor are not provided in the acoustic report, and our preference would be for the report to include this information, or a specification for the type of floor proposed (e.g. a minimum static deflection).

However, these issues are manageable in the context of the current proposal, which is much more favourable to acoustics than the previous application was.

Condition 14(d) is not fully addressed.

Condition 14(e) - Provision for a high deflective gym floor to the indoor recreation facility

SLR Comments: *As discussed above. The gym floor requirements on the project are less than they were for the previous application, however we would nevertheless recommend that the report provide more detail of the type of floor required to achieve the nominated design criteria.*

Condition 14(e) is not fully addressed.

Condition 14(f) - Provide adequate acoustic treatment to the community spaces and multipurpose court to enable live music/performance in accordance with SEPP N2 base noise limits, to protect the adjacent residential uses and the school building

(Sections 9 and 10 and of the acoustic report)

The floor / ceiling separating the community space from the apartments above is proposed to have an Rw+Ctr rating of not less than 55 dB.

Music noise limiters are proposed to be installed to manage music emissions in both multipurpose court and the community space. The hours of use of both the multipurpose court and the community space are noted to be limited to 6 am to 10 pm as per the planning permit.

SLR Comments: *The proposed measures are generally appropriate. However, we recommend that the report also include a specification for external walls and glazing of the multi-purpose court and community space to enable these areas to be used for live or loud music, if that is proposed.*

It would also be appropriate to provide a specification for the external façade of the community centre, which appears to include several large function spaces. These rooms are in close proximity to apartments in Lot 2B, and it is unclear whether the day/evening restrictions also apply to these spaces, or whether they may be used for music at night. If likely to be used for functions with music, music noise limiters should also be included in these rooms.

Condition 14(f) is not fully addressed.

Condition 14(g) - Assessment of noise from the childcare centre, measured at external targets of 'background and 10 dB' with sound power reference levels from AAAC Guideline for Childcare Centres Acoustic Assessment, version 3.0

(Section 11 of the acoustic report)

The childcare centre was previously located on Level 5, and the outdoor play area was overlooked by apartments in reasonably close proximity (10 m). The current childcare centre is on the east side of the site Levels 1 and 2. The outdoor play area is still overlooked by apartments so the issues raised in permit condition 14(g) are still relevant.

Noise from children playing in the outdoor areas of the childcare centre has been assessed to a 'background + 10 dB' external criterion. Where an exceedance is predicted, AL propose to assess noise to internal criteria of 35 dBA in bedrooms and 40 dBA in living rooms.

Noise from children playing has been predicted using an assumed sound power level of 85 dBA L_{eq} for 10 children in accordance with the AAAC guideline data for 2-3 year olds.

A 3-D noise model has been prepared to predict noise to overlooking apartments. Images of the model are provided in Appendix 3. The predicted noise levels are up to 64 dBA and exceed the external criterion of 56 dBA.

Façade upgrades are proposed for affected apartments, such that the internal criteria are met. Additionally, the report recommends that use of the outdoor areas is limited to 7 am to 6 pm daily (including weekends).

SLR Comments:

We recommend that the internal criteria for voice noise from children playing be in line with the criteria proposed for patron noise, that is, 35 dBA Leq in all habitable rooms during the day and evening periods. These criteria are 5 dB more onerous than AL have adopted for living rooms and may have implications for the proposed glazing in some areas.

The use of an average sound power level of 85 dBA per groups of 10 children, for all age children (i.e. not just 2-3 year olds) is considered reasonable. It is likely to result in a comparable overall level given that younger children are generally predicted to be quieter, and older children slightly noisier.

In summary, the provided assessment is generally reasonable but should be updated to reflect the lower criteria we have proposed for living areas.

Condition 14(g) is not fully addressed.

2 Other Matters

Aspects of the project and acoustic report not specifically covered by the planning conditions are considered below.

2.1 Background noise data

(Section 6 and Appendix 2 of the report)

Background noise levels were measured at Location 3, on the eastern boundary of the subject site adjacent Parkview Road in 2017.

SLR Comment: *This data has been reviewed and accepted by SLR in previous reports for Alphington Village. We note, however, that the acoustic environment will be different following completion of development of the area, and that noise sources subject to mandatory limits, including mechanical plant and equipment and music, will need to comply with limits determined from background noise data relevant to the assessment at that time. This may impact allowable levels of music and plant noise and should be taken into consideration by the consultant and developer.*

2.2 Road traffic noise

2.2.1 Design criteria

(Section 5.1 of the report)

The design targets for road traffic noise are presented in Table 2 of the repot and are consistent with both the criteria proposed by NDY and with the City of Yarra guideline levels.

SLR Comment*: The design criteria are appropriate.*

2.2.2 Road traffic noise measurements

(Sections 6, 16 and Appendix 2 of the report)

Road traffic noise has been measured on a level 5 balcony of an apartment in Precinct 2A. The location is observed to have had an unimpeded view of Heidelberg Road. The measured levels adjusted to remove façade reflections were 67 $L_{Aeq,16h}$ and 58 $L_{Aeq,8h}$.

Logging was also undertaken overlooking Chandler Highway to assist in the prediction of noise from that road.

SLR Comments: *The updated measurements are appropriate for quantifying noise to the subject development. The measured levels are approximately 10 dB lower than were measured by NDY, however the NDY measurements were conducted roadside and an appreciable difference in levels is to be expected.*

The report does not include data for the loudest hours and based on our review of the logging data in Appendix 2, this information may be unreliable due to potential contribution from home occupation noise.

However, on this project, where road traffic is reasonable consistent, it is likely that the assessment will be driven by the long term average criteria that have been used in the report.

In summary, we are comfortable with the AL logging data being used to quantify road traffic noise to the subject site.

2.2.3 Assessment and advice

(Section 16 and Appendix 1 of the report)

A 3D noise model has been prepared to predict traffic noise to all facades of the development. Images of the model are provided in Appendix 3.

Advice for apartment façade upgrade treatments to address road traffic noise is provided. The most impacted apartments are proposed to be glazed with IGUs comprising 12 mm thick glass, 12 mm airgap, 8.76 mm thick laminated glass, Rw = 40 dB. Conceptual advice is also provided for external walls and roof construction.

SLR Comment: *Our indictive calculations suggest the provided advice is reasonable.*

2.3 Patron noise

2.3.1 Criteria

(Section 5.5 and Table 12 of the report)

Patron noise from the upper and lower ground floor food and beverage tenancies is proposed to be assessed to external criteria of 'background + 10 dB' during the day and evening periods, and 'background + 4 dB' at night. Where the external criteria are not predicted to be met, compliance with internal criteria is proposed. The internal design levels are 35 dBA Leq in habitable rooms during the day and evening periods and 30 dBA Leq in bedrooms at night.

SLR Comment: *The proposed criteria are consistent with the approach usually taken in the City of Yarra.*

2.3.2 Assessment

(Section 13 of the report)

There are four identified areas for outdoor dining, three physically separated areas on the lower ground level with a combined capacity for 136 patrons and one long strip style area on the upper ground with a capacity for 144 patrons. The nearest apartments are in Tower F, on the Level 1 above, and in Tower C, on Level 4.

Patron noise from the food and beverage tenancies has been predicted using a sound power level of 77 dBA Leq per patron, and assuming 1 in 2 patrons are talking at any one time.

The noise model has been used to predict patron noise to the residential facades of the building. The predicted noise levels are observed to exceed the nominated criteria in a number of locations.

Apartments overlooking the outdoor areas are proposed to have upgraded glazing, with the upgrades of the most impacted apartments being IGUs comprising 6 mm thick glass, 12 mm airgap, 10.76 mm thick glass.

Use of the outdoor patron areas is proposed to be restricted to the day/evening period only.

SLR Comment: *The sound power data used to quantify noise from the outdoor patron areas is in line with data used for a 'restaurant dining' scenario, and is not representative of worst case noise impacts in situations where patron densities are high. As a guide, we generally only accept this data in situations where there is at least 2 m² per patron, or where patrons are well spread out (e.g. strip seating arrangement).*

From our review of the plans the outdoor patron areas meet one or both of these conditions. The identified patron areas on the lower ground floor are large considering the proposed number of patrons, and are physically separated. The upper ground floor area is a strip style arrangement. These facts in combination with the proposed day/evening operation only, lead us to accept the use of the data in this instance.

Based on our review of the predicted noise levels and proposed glazing, we agree that the internal criteria should be met if the advice provided in the acoustic report is followed.

A cumulative assessment of voice noise from the childcare centre and the food and beverage tenancies is not provided. This approach/omission is considered reasonable given that the worst case impacts from both patron and children's voice sources are likely to occur at different times (e.g. children's voice noise during the day, and patron noise during the evening).

2.4 Commercial and centralised mechanical plant and equipment noise

(Sections 5.2.2 and 7 of the report)

Noise from mechanical plant and equipment is proposed to be assessed to the Noise Protocol, Part I / Publication 1826.4. Limits are identified in Section 5.2.2. Conceptual advice is provided for managing noise from supermarket mechanical plant and equipment to apartments. This includes:

- Locating supermarket condenser units on the roof of the tallest towers in the development, such that there are no overlooking apartments.
- Vibration isolation of roof mounted equipment.
- Ceiling upgrades to apartment below the supermarket plant area
- Installation of chillers and compressors on vibration isolated plinths

A detailed assessment of noise from plant and equipment is proposed to be undertaken during the detailed design phase, to ensure that compliance with Part I of the Noise Protocol / Publication 1826.4 is achieved.

SLR Comment: *The identified limits are reasonable, however as discussed above, slightly different limits may be determined from background noise levels conducted following completion of the project. An allowance should be provided in the design for ensuring that lower limits, if they are identified, can be met.*

The provided noise control advice is sufficient for the planning stage of the development. The current design, which does not have apartments directly above the supermarket, will assist in the management of impacts.

3 Supermarket loading bay

(Section 8 of the report)

Noise from the loading bay is proposed to be assessed to the Noise Protocol, and to an Lmax criterion of 55 dBA internally.

Measures are proposed to control noise from deliveries and movement of goods within the loading bay. These include:

- Installation of a fully isolated floor in areas where pallet jacks will be used
- Measures to prevent impacts to walls from occurring
- Inclusion of sound absorbing material to the soffit of the loading area
- Restriction of deliveries to the hours of 7 am to 10 pm
- Vibration isolation of entry doors, hoists, compactors and the like.

SLR Comment: *The Lmax criterion of 55 dBA is relevant for a 'windows open' scenario only. For noise transmitted through a common floor / ceiling or wall, the levels should not exceed 40 dBA in bedrooms or 45 dBA in living rooms, in line with the AAAC guidelines for 3 star apartments. Lower levels should be targeted if the apartments are designed to be better than 3 star.*

The proposed measures can be expected to manage noise from the loading area. We note that a ceiling is not specified for the area and a minimum slab thickness is not proposed. AL should advise of any further requirements for controlling airborne noise from the loading area to the apartments above, noting that these are restricted to the north and east perimeter of the site.

4 Control of noise to offices

The report does not assess either road traffic or voice noise to the office spaces proposed in the development.

5 Summary

SLR has reviewed the revised acoustic report for the mixed use development proposed for 640 Heidelberg Road, Alphington. The report has been prepared to address both the acoustic permit condition and the updated drawings. The revised layouts, in combination with the provided acoustic advice, address the more serious acoustic issues on the project, however there are some matters we consider require further attention. These are summarised below.

Condition 14

14(a) (multipurpose space)**:** We recommend that a specification be provided in the acoustic report for the external walls of the court, such that nuisance to the nearby apartments is minimised and compliance with the Noise Protocol will be achieved if the space is used for music.

14(d and e) (gym)**:** It is recommended a design criterion of 25 L_{Amax} be adopted for noise from the gym to bedrooms during the night period, in accordance with the current AAAC guidance on this subject. Further detail should also be provided in the report for the proposed treatment of floors in areas where high impacts are likely.

14(f) (multipurpose space and community areas)**:** It is recommended that an acoustic specification for the facades of the multi-purpose court, community space and community centre be provided to assist in the control of music from these rooms. If it likely to be used for functions with music, the community centre rooms should also be fitted with music limiting devices.

14(g) (childcare centre)**:** We recommend that the internal criteria for voice noise from children playing be in line with the criteria proposed for patron noise, that is, 35 dBA Leq in all habitable rooms during the day and evening periods. These criteria are 5 dB more onerous than AL have adopted for living rooms and may have implications for the proposed glazing in some areas.

Other matters

Background noise levels

We note that the acoustic environment will be different following completion of development of the area, and that noise sources subject to mandatory limits, including mechanical plant and equipment, and music, will need to comply with limits determined from background noise data relevant to the assessment at that time. This may impact allowable levels of music and plant noise and should be kept in mind by the consultant and developer, particularly in the design of noise control for supermarket mechanical plant.

Loading dock ceiling

The nominated Lmax criteria for noise from the loading dock are undesirably high and we recommend criteria of 40 dBA in bedrooms and 45 dBA in living rooms, in line with the AAAC guidelines for 3 star apartments. A specification should also be provided by AL for the slab / floor ceiling separating the loading bay from apartments above, such that the Noise Protocol and Lmax criteria will be met.

Noise control to offices

It is recommended that façade upgrade advice be provided for the office spaces, such that the AS/NZS2107 design levels will be met internally. The lower end of the design levels should be adopted for voice noise from the childcare centre.

Yours faithfully,

Dianne Williams
Principal – Acoustics

Checked/
Authorised by: JA

MEL
CONSULTANTS

(ACN 004 230 013)

22 CLEELAND ROAD
SOUTH OAKLEIGH VIC 3167
AUSTRALIA

Ref: 110-22-DE-REV-00

16th August 2022

City of Yarra
PO Box 168
Richmond VIC 3121

Attn: Amy Hodgen

Dear Amy,

640 Heidelberg Road, Alphington
Review of Vipac Pedestrian Wind Tunnel Study
Vipac Document Number: 30N-21-0531-TRP-30032-3 (10th May 2022)

The review of the Vipac Wind Tunnel Test Report for the development at 640 Heidelberg Road, Alphington, is based on our experience of wind flow around buildings and structures. This experience has been developed from more than 40 years of desktop, wind tunnel, and full scale studies of environmental wind conditions in urban and sub-urban areas. No wind tunnel studies have been undertaken to support the review. Our comments are as follows:

- MEL Consultants have no issue with the description of the development site, the proposed development, the wind tunnel model and proximity model, and the wind climate.

- The City of Yarra instructed the applicant to apply the pedestrian wind safety and comfort criteria associated with the report submitted for the planning permit (5 June 2018) rather than the BADS safety and comfort criteria. Vipac have used the safety and comfort criteria associated with planning permit. Vipac provide recommended wind comfort criteria in Section 3.1.1 and Figures 7 to 11 for the streetscapes, podium, and terraces. The target wind comfort criteria agree with the comfort criteria specified in the planning permit. Vipac have

discussed the rational for recommending the walking comfort criterion for the terraces. MEL Consultants have no issue with the recommended comfort criteria.

- We have no issue with the modelling of the approach boundary layers as described by Vipac. The density of the study locations examined is sufficient. The measurement technique, which utilises Irwin probes, is an accepted method to determine the wind speeds. The study locations are presented in Figures 13 to 17and represent a good investigation density. A query would be the lack of study locations on the Lower Ground outdoor seating area adjacent to the retail and overlooking the Park Area. Figure 7 of the Vipac report has recommended the area satisfy the sitting comfort criterion, so it is not possible to assess if the target criterion is satisfied.

- The wind tunnel study has examined two configurations;
    - Basic Configuration
    - Existing Configuration

  The Existing Configuration is defined as with the podium only of the proposed development and surrounding buildings of the Paper Mill Precinct. It is unusual to test with the Existing Configuration with a partial model of the proposed development. The expected Existing Configuration would be without the proposed development and, perhaps, include hoardings around the development site given the site was cleared some time ago.

- Vipac reference drawings dated up to March 2022 but the drawings provided for the review are Revision B dated 16 June, 2022. Vipac should be provided with the latest drawings for review and confirmation that the report findings are still applicable. It has been noticed that the background used by Vipac for Figure 8 of their report is different to the Revision B drawings, particularly a new outdoor seating area that is highlighted in Figure 1. It is not clear if this is an outdoor area, but if it is it will require the assessment of the wind conditions as it is likely to be associated with the adjacent Food and Drink Tenancy for seating.

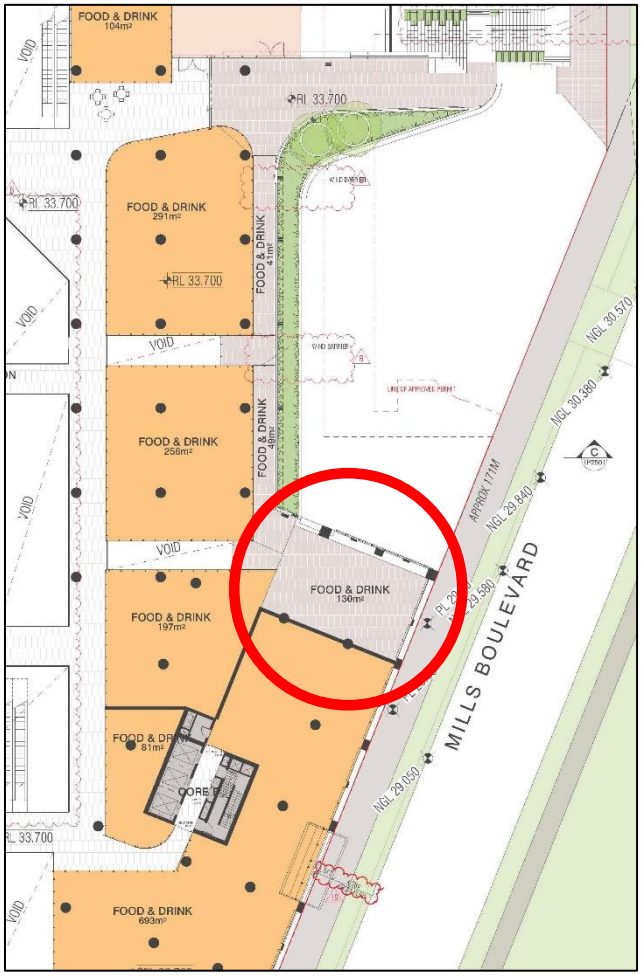


Figure 1: Partial Upper Ground Plan showing new outdoor area

- The wind conditions along The Mews have been subject to extensive wind tunnel studies associated with Site 2A. The wind mitigation strategies at the northern end of The Mews have been altered to a canopy and 2m high wind screen and Vipac have demonstrated the surround the study locations satisfy the target wind conditions criteria. The surrounding ground level study locations have been shown to satisfy the target wind comfort criteria with wind control measures where necessary, except study location 1. Study location 1 is located on the north side of Site 2A and Vipac have indicated the exceedance would be controlled by the Site 2A mitigation strategies. However, the report for Site 2A (30N-18—0289-TRP-6770430-0 6/12/19) showed the wind mitigation strategies were targeting exceedances for the westerly wind directions and the strategies have no significant impact on the northerly wind directions. The exceedance in the present report for study location 1 is for the northerly winds and this would

be expected to be caused by the proposed development and the existing wind conditions satisfy the target comfort criterion. It is also noted the Existing Configuration wind conditions in the present report are lower the Proposed Configuration with wind control measures (study location 16) presented in the 6 December, 2019, report. Furthermore, it would be expected that the present Existing Configuration would include all the mitigation strategies developed for Site 2A and the wind conditions should be basically be the same as the final Site 2A Proposed Configuration with wind control measures.

- The terraces and podium have been shown to satisfy the target comfort criteria and at some locations wind control measures have been recommended to ensure compliance. MEL Consultants have no issue with the proposed mitigation strategies. A noted above, there are no data presented for the Lower Ground terrace to confirm of the target wind comfort criterion is satisfied. However, study locations 16 and 17 have been shown to satisfy the sitting comfort criterion, so it could be inferred that the terrace seating would satisfy the sitting comfort criterion. The City of Yarra would need to decide if the inference is acceptable or they need the terrace wind conditions to be satisfied.

- All study locations have been shown to pass the pedestrian safety criterion.

Yours sincerely,

M. Eaddy

M. Eaddy
MEL Consultants Pty Ltd

Family Services
Informal Referral Response

Application Information	
Referral Officer	Melissa Eastwood
Council Reference	PLN17/0703.03
Address	640 Heidelberg Rd, Alphington VIC 3078
Proposal	Amendment to the permit including revised layout and design, increase in maximum building height, increase in the number of dwellings and retail space, reduction in the commercial space, deletion of serviced apartments, increase in car and bicycle parking
Comments Sought	Insert CM Link here to referral request memo

Assessment

Referral Type

- Community Facilities

Key aspects of the proposal

List of key elements

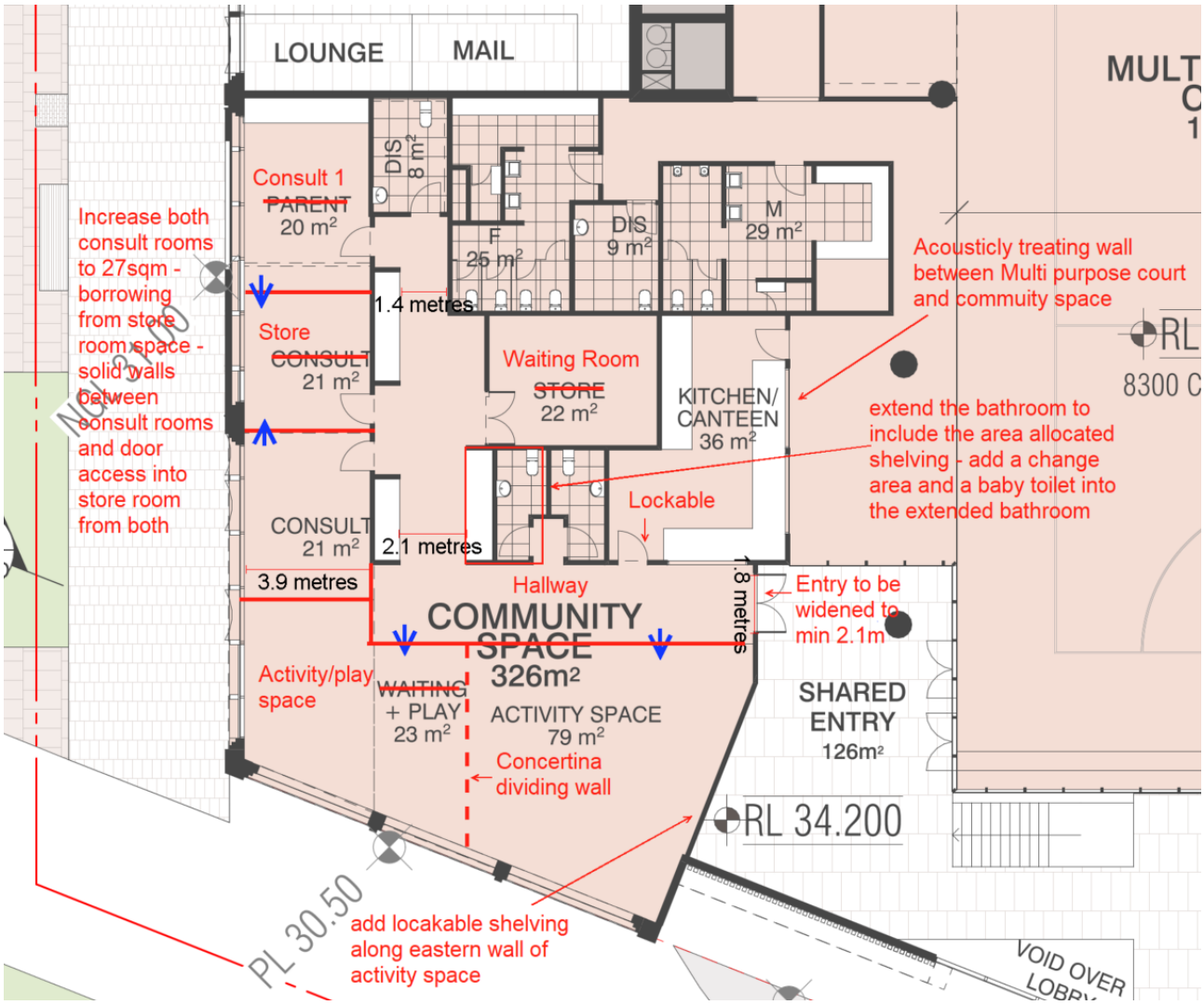
- Community Facilities have been relocated from the centre of the site to the south of the site
- Response to existing permit conditions

Recommendation

1. On 25 May 2022, the following comments were provided on originally submitted plans (Rev A) dated 31 March 2022:

- *Pathway on Nelmoore Lane is too narrow for prams, as well as a potential safety issue for families walking to MCH. Young children walking by roadway that is an entry for underground shopping centre carpark.*
- *The MCH Service provides consultations very young babies and children. As part of the consultation it is important to ensure appropriate loud noises, sounds are kept to a minimum. On this basis, the provision of sound acoustics between multipurpose court and MCH space could be very beneficial for service.*
- *The current plans do not have a child toilet in the space. Being able to support families during crucial toilet training period would be enhanced with a child toilet in the space.*

- *West wall configuration:*
- *Currently: parent room, consult room 1 and consult room 2 (and larger activity space)*
- *Preferred: consult room 1 , store room, consult room 2. The store room can be accessed through consult room 1 and 2.*
- *Preferred option is the best design for a MCH service and adds flexibility to the space*
- *Store room (behind toilets) becomes waiting room*
- *Entry door into MCH at least 2.1 metres*
- *Entry into the MCH community space needs a hallway so the activity space is separated. This is to enable clients to come directly to the MCH consultation rooms without disrupting group activities as well as ensure privacy and confidentiality.*
- *Activity space – is there a way to enable this room to be one large room, or split into 2 rooms (concertina divide).*
- *Ensure Kitchen/canteen door into MCH space is lockable to protect children and the space particularly when the service is closed.*
-



I can confirm that the mark up [above] *reflects the requirements for MCH.*

In terms of the footpath, I can only provide the comment that the footpath needs to be comfortably wide enough to fit a double pram and walking safely with young children and a pram (and dog!) next to a road. I would imagine this would be more than 2.1 metres.

2. Updated comments based on amended plans (Rev C) received 29 July 2022

The only slight change is that the store room between the two consult rooms – could we have a door into each from the store room? No other changes.

Date: 27/05/2022 (first referral)

29/07/2022 (second referral)

Recreation and Leisure Informal Referral Response

Application Information	
Referral Officer	Peter Mitten
Council Reference	PLN17/0703.03
Address	640 Heidelberg Rd, Alphington VIC 3078
Proposal	Amendment to the permit including revised layout and design, increase in maximum building height, increase in the number of dwellings and retail space, reduction in the commercial space, deletion of serviced apartments, increase in car and bicycle parking
Comments Sought	Insert CM Link here to referral request memo

Assessment

Referral Type

- Multi purpose court

Key aspects of the proposal

List of key elements

- Community Facilities have been relocated from the centre of the site to the south of the site
- Response to existing permit conditions

Recommendation

1. On 7 June 2022, the following comments were provided on originally submitted plans (Rev A) dated 31 March 2022:

- *There is no First Aid room provided in this space – please consider including*
- *No umpire/official or office space – without an umpires space the area is limited.*
- *I am assuming there is a wall that runs from the edge of the court to the shared entry*
- *Please consider a single oversized door directly from court to the hallway that the change rooms run off.*

2. Updated comments based on amended plans (Rev C) received 29 July 2022

No further comments from me.

Date: 7/06/2022 (first referral)

19/08/2022 (second referral)

Urban Design
Formal Referral Response

Application Information	
Referral Officer	Amy Hodgen
Officer	Christian Lundh
Council Reference	PLN17/0703.03
Address	640 Heidelberg Rd, Alphington VIC 3078
Proposal	Amendment to the permit including revised layout and design, increase in maximum building height by 2.95m, increase in the number of dwellings and retail space, reduction in the commercial space, deletion of serviced apartments, increase in car and bicycle parking
Comments Sought	D22/188409 - IREF22/01112 - Internal Referral Formal Request

Summary

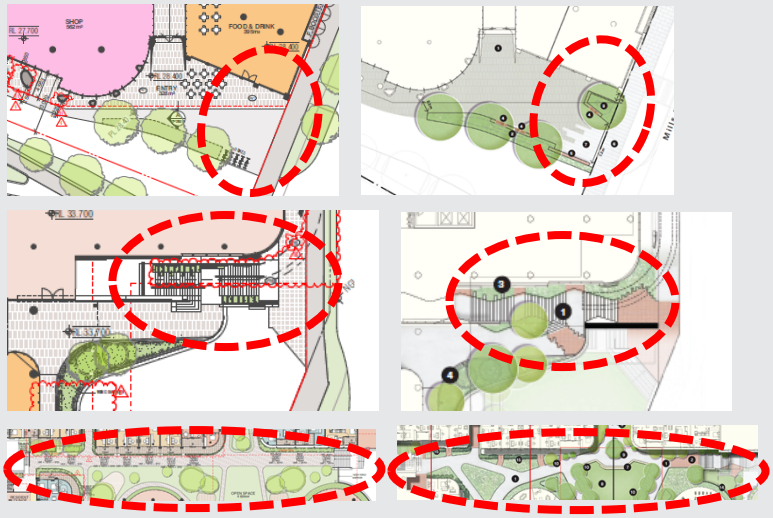
The amended proposal has been assessed and the amended scheme is supported subject to changes noted in this Memo.

Table 1 - comments associated with the review of the amended proposal and compliance with Condition 19 of the permit.

Table 2 – Comments and queries associated with the amended scheme including Village Square interfaces.

Table 1 - Assessment of Permit Condition 19

Permit Condition 19	Officer Comment
*19. *Before the development commences, an amended Landscape Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Landscape Plan will be endorsed and will form part of this permit. The amended Landscape Plan must be generally in accordance with the Landscape Plan prepared by Aspect Studios and dated 9 June 2020 (Rev 9), but modified to include (or show):*	
(a) Consistency with the architectural drawings pursuant to Condition 1;	**Not satisfied** Multiple in-consistencies and discrepancies noted between the architectural and the landscape drawings including but not limited to areas shown below. Complete coordination is requested.

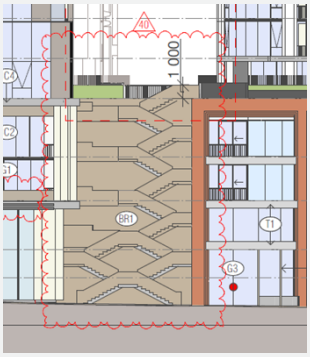
	
(b) Greater detail of the planter boxes and vertical planting proposed to the South-West Building and the podium along the Outer Circle Mews regarding plant species type, irrigation and maintenance details;	**N/A** Design amended.
(c) Any maintenance requirements for steel inlay (PV-02.1);	**N/A** Assumed steel inlay removed from amended design.
(d) Annotate accurate area calculation for the East Building podium terrace;	**N/A** Design amended.
(e) Location of the timber and metal fencing (and gates) to be shown on TP-LAN-L3-101 and TP-LAN-L3-102;	**Partially satisfied** Fences and gates between publicly accessible podium gardens, communal areas and private open space/terraces shown on all relevant plans. Additional details required such as fence / gate height and batten spacing / transparency.
(f) Residential Garden on Level 3 podium, annotation of seating in south-east corner to be shown as LF.06.1;	**N/A** Design amended.
(g) Incorrect annotation GB-01.3 between terraces along the eastern side of South-East Building deleted;	**N/A** Design amended.
(h) To Heidelberg Road: *i. Tree species 'Angophora Costata' nominated on plans;*	**Not satisfied** i. Must show Heidelberg Road streetscape and relationship to Village development. The Heidelberg Road public realm design needs to be shown on all relevant plans including but not limited to street trees, light poles and other fixtures.

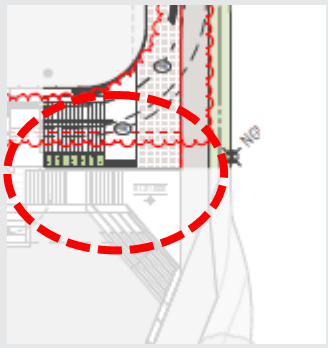
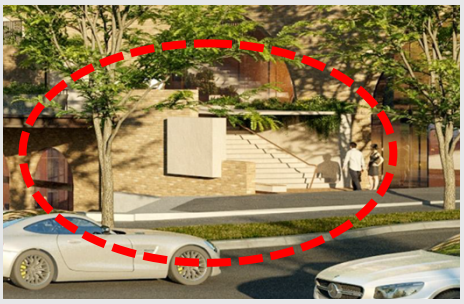
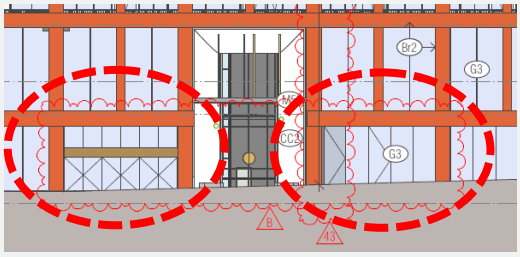
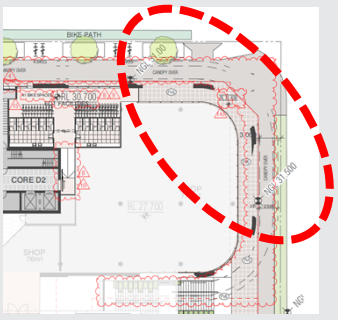
ii. *Consistency with any approved civil and detailed design drawings; and* iii. *Details of any landscaping proposed along the building line, including details to confirm durability and maintenance;*	ii. Additional details required such as a detailed ground floor landscape and public realm plan(s) showing detailed information of all adjacent endorsed interfaces to provide the complete context for the amended proposal and demonstrate complete design coordination with all adjacent streetscapes and public realm.
(i) To the Outer Circle Mews: i. *Avoid small 'left over' spaces between street furniture and garden beds;* ii. *Greater detail of the windscreens e.g. materials, porosity;* iii. *Correct overlapping notes and material tags*	Outer Circle Mews design has been endorsed as part of a separate application. **Not satisfied** Refer Table 02 for additional comments associated with the amended proposal.
(j) To Nelmoore Lane: i. *Comprehensive levels and grading details including:* ii. *Cross sections taken at 10m intervals, outlining the proposed grades, levels and dimensions;* iii. *Confirm levels at the interface between Nelmoore Lane and Artisan Park;* iv. *Improved landscape treatment within the triangular space to the south-east of the Machinery Hall created by the current amendment, including:* *a. Details of 'custom precinct' furniture (LF-05.1), with this to include seating with backs and armrests that can cater for grouping of people;* *b. Details of tree and plant species within garden beds;* v. *Brick paving PV-03.1 in the south west corner of Nelmoore Lane replaced with PV-04.1;* vi. *Integrate additional trees along the south side of Nelmoore Lane and apply banding consistency;* vii. *Ensure consistency with approved landscaping plans within the development to the south*	Nelmoore Lane design been endorsed as part of a separate application, condition item in bold not satisfied. **Not satisfied** Refer Table 02 for additional comments associated with the amended proposal.

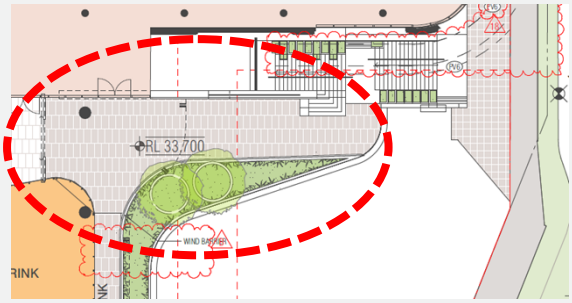
(Artisan East) and Artisan Park; *viii. Ensure consistency with the approved Mills Boulevard Streetscape plans;*	
(k) To the Level 1 terrace: *i. Seating to be provided in clusters including details of seating capacity;* *ii. comprehensive levels and grading information;* *iii. Clear drainage strategy (including raised planter);* *iv. Provision for trees within the central planters;* *v. Tree species and available soil volumes nominated;* *vi. Ensure trees are suitably offset from the edges of planters;* *vii. (vii) Clarification of material GR-02.1 in Legend (TP-LAN-00-002; and*	**Not satisfied** Refer Table 02 for additional comments associated with the amended proposal.
(l) To the Paper Trail: *i. Any recommendations from the endorsed Playground Safety Assessment pursuant to Condition 20;* *ii. Measures to minimise gravel spill onto the Paper Trail pathway; and* *iii. Public lift and security fencing/gates to be shown on TP-LAN-L3-101.*	**N/A** Design amended.

Table 2 – Comments and queries associated with the amended scheme

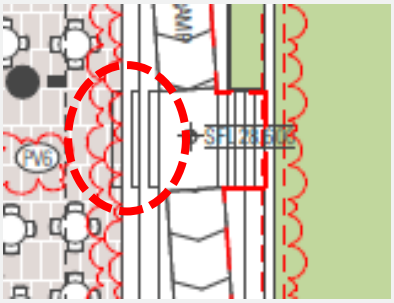
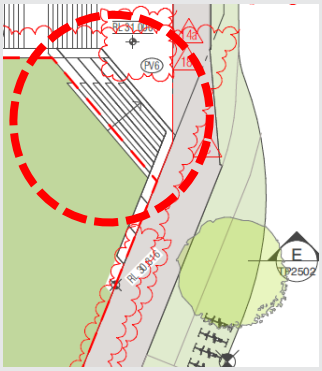
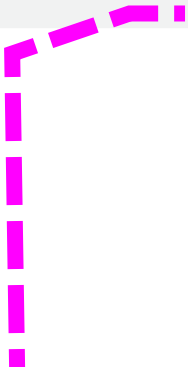
Table 02	Officer Comment
A. Overall comments associated with the amended scheme	
i. Public and Communal Space	The site plan provides for two types of open space. The publicly accessible area (Village Square) on the east side of the site, the entrance threshold on the east corner abutting Nelmoore Lane and the publicly accessible level 3 podium areas including restricted usage communal areas. While adequate public space is generally provided, it will be difficult to access the podium spaces as per below comment.
ii. Podium Public and	**Not satisfied**

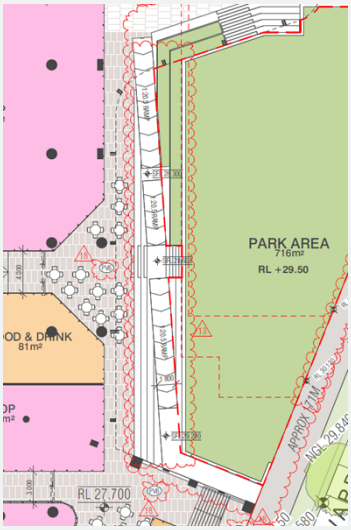
	Communal Space Access	The publicly accessible level 3 podium area has a main east-west access and is reasonably permeable at podium level. However, these spaces are at proposed RL 47.70 with a proposed 'Grand stairway' access from Mills Blvd footpath at RL 31.00 resulting in an approx. 16.70m high stairway. Another stairway from Circle Mews of similar height is also proposed. These expansive stairways are not supported and would need to be reviewed in relation to DDA access into the site. It is also requested that additional public lifts and stairway access are provided from within the building, creating more opportunity for access and circulation to the podium areas to activate and encourage usage of these public spaces.
iii.	*Mills Blvd 'Grand Stairway'*	**Not satisfied** It is recommended that the stairway layout of the Mills Blvd 'Grand Stairway' it is modified, and planting and seating opportunities are integrated along the full length of the stairway (potentially along both sides and/or as intermediate green moments) to soften the bulk of the stairway and create intermediate opportunities for rest. It is also recommended that the central handrail is removed in lieu of handrails along either side of the stairway.
iv.	*Circle Mews stairway*	**Not satisfied** - The stairway in its current configuration is not acceptable as the imposing height and layout would deter some users. - No intermediate access points or rest points/seating is noted on the plans, these are requested to encourage usage and allow person to exist midway. - Confirmation if the adjacent lift will be accessible 24 hrs and how a safe environment will be created. - Proposed wayfinding and signage strategy. 
v.	*Built form overshadowing*	As shown in sections EE and CC on FD package and associated shadow diagrams, both the communal and public open space areas will be in shade for a majority of the day. The bulk of the western half of the site will be in shade in the morning and the east of the site during the afternoon. The afternoon shade will also impact on the smaller Village Square adjacent to Mills Blvd. Minimising overshadowing is particularly important as it will impact on the plant/tree selection for these areas and potential slip resistance of pavement materials.
B.	Public realm interfaces	

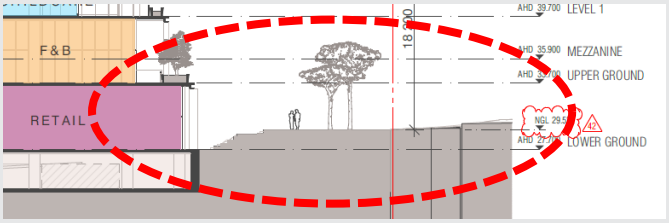
i.	*'Grand Stairway interface to Village Square*	**Not satisfied** The proposed 'Grand stairway' and its interface and connection to the stairs leading to down the lower ground floor retail and F&B precinct and to Village Square is not supported in its current configuration, resulting in a poor interface/threshold where the landing is dis-connected from the other spaces facing straight onto the street with no logical visual connection. - Modifications are requested to 're-align / angle / rotate' the 'Grand stairway' to merge it with the landing/threshold to the square creating one unified entrance threshold.  
ii.	*Mills Boulevard – interface booster and other services*	**Somewhat satisfied** Additional details are requested to demonstrate that the full extent of the public realm interface will be perceived as an active frontage and that for example service cabinet access doors will be well integrated into the overall façade design. 
iii.	*Building canopy extending into Mills Blvd and Chandler Hwy*	**Not satisfied** Proposed awning must be reduced in width to ensure it will not have an impact on the trees that are to be planted along the streets as per the endorsed streetscape plans. 
iv.	*Neelmore Lane interface*	**Somewhat satisfied.** The activation of the frontage along Nelmoore Lane is supported. The following items must be addressed accordingly;

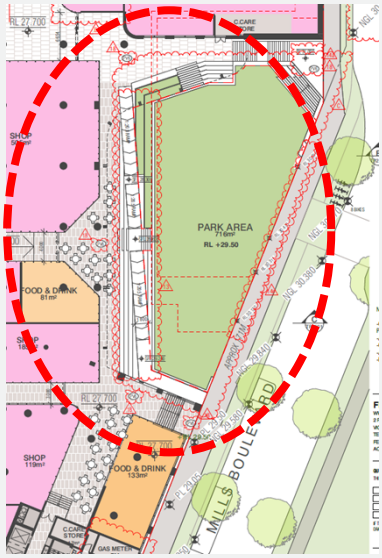
	- Discrepancy between design shown on architectural compared to landscape drawings noted, complete interdisciplinary design coordination requested. - Show the design for Nelmoore Lane on all relevant plans including kerb, lighting, trees and so on. - Additional details and information are requested including but not limited to details of the proposed brick walls, seating and paving. - Litter and recycling bins must be included and shown in suitable location within the Village Precinct title boundary. - Trees to be *Corymbia citriodora* as per endorsed plans for Nelmoore Lane. Provide available soil volume for all trees and planting details.
v. *Outer Circle Mews interface*	**Not satisfied** Show the endorsed Outer Circle Mews design on all relevant plans. Noting that the endorsed plans for Outer Circle Mews show rain gardens along the interface to Village Precinct.
vi. *Upper ground floor balcony access*	**Not satisfied** Concern that the assumed 24hr access to the upper levels may result in that the balcony area will be an unsafe environment after hours. - Suggested to integrate seating in the edges with backs and arm rests that would further help activate the space during the day and to integrate a security gate to prevent access afterhours. 
vii. *Rooftop green roofs*	**Not satisfied** Requested that green roof planter drainage (and irrigation) is integrated into the built form / roof slab, to ensure all pipes are concealed.
C. Village Square interfaces	
i. *Open space/park area*	**Not satisfied** The area of Village Square is noted as 716m2 on the amended plans. This area must not include spaces required for circulation such as steps and ramps required to access the site from street and adjacent development. - The steps and ramps provide access to private tenancies and do not contribute to the amenity of the open space/square.

		- It is requested that all steps and ramps around the perimeter of the open space are modified to be located completely outside the open space boundary without any reduction in the area.
ii.	*Points of entry and connections including DDA access into the park*	**Not satisfied** It is unclear where a DDA compliant access point into the park will be located, concern that the levels along the perimeter of the park compared to the nominated RL in the park will result in the requirement to integrate ramp or the like within the square to provide for equitable access. - Suitable DDA access point into the square must be nominated as part of this permit application to ensure that the proposed location is providing best amenity for the square and not dictated by level set within the private realm.
iii.	*Ramp alignment and location*	**Not satisfied** The proposed ramp alignment is not acceptable as it is considered to not provide any positive amenity for the square and it reduces the useability of the bleacher seating / steps wrapping around the perimeter of the square. The proposed ramp alignment also creates a convoluted and lengthy entry for person with mobility difficulties. - It is recommended that the ramp is removed in lieu of DDA lift/lifts (similar to lift at entrance from Heidelberg Rd). Potential lift locations are with stars below. - Available space created by removing the ramp should be offset by increasing the Open Space/square area and create a more generous path width along the interface to the ground floor tenancies. 
iv.	*Ramp, steps and integrated bleacher seating*	**Not satisfied** The proposed ramp, bleacher / seating configuration wrapping around the square is not supported in its current configuration, refer point above regarding the ramp alignment and notes below. - Detailed 3D views are to be provided to fully demonstrate that all aspects have been carefully considered including but not limited to functionality/useability, any required elements such as raised edges, handrails, tactiles and drainage. - Design modifications are requested including but not limited to reconfigure the stairs resulting in a step

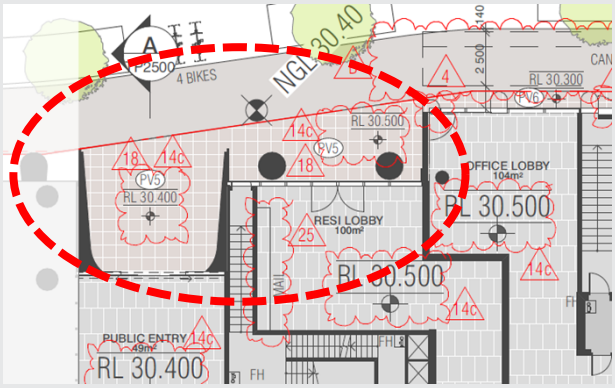
		protruding into the pedestrian access around the square, see area highlighted below. 
v.	*Handrails, landings and tactiles*	**Not satisfied** It is requested that all required handrails, landings and tactiles are shown to demonstrate that these elements will be fully integrated into the functional layout and the design.
vi.	*Podium trees impact on square*	**Not satisfactory** Review podium tree species to ensure maximum winter sun to the square below is provided.
vii.	*Edges and steps along Mills Blvd*	**Not satisfied** - It is requested that notes are added on all relevant plans regarding the proposed interfaces to Village Square. Note stating '*Edges, steps and stairs and another built form along the interfaces to Village Square are shown indicatively only. Final design pending full integration and coordination with a Council approved design for Village Square*. 
viii.	*Interface to retail precinct*	**Not satisfied** It is requested that a minimum 1.8m clear pedestrian access path is accommodated for along the perimeter of the park (outside the park boundary), (1500mm path access and a minimum 300mm width to allow person to sit on the edge causing minimal obstruction to the path). 



ix.	*Scale and connection to levels above*	**Not satisfactory** Additional detailed sections are required through the proposed building / square / road. Descripting all proposed different interface typologies. 
x.	*Ground floor safety and access*	**Not satisfactory** Concern that the different setbacks of doors and openings (along the west interface to the Square), the overshadowing/reduced access to natural light and the times when shops and other premises are closed will result in an uninviting, unsafe environment with high risk for loitering and anti-social behaviour. - It is requested that the full interface to Village Square is reviewed on those aspects to create a safe and inviting environment that will not rely on activation from shops or other tenancies to be a safe space.



D. Other comments

i.	*Proposed paving materials general*	**Not satisfied** Discrepancies between landscape and architectural. It is requested that a detailed paving plan is provided showing clear areas of the proposed different paving types.
ii.	*Proposed paving Heidelberg Rd*	**Not satisfied** It is requested that the lobby entrance threshold is paved with Bluestone unit paving PV6. *Note, it will also be requested as a separate referral process that the extend of bluestone paving within the Heidelberg Rd footpath is coordinated and extended along the entrance threshold to Village Precinct.* 
iii.	*Drainage*	**Not satisfied** The podium level has two main pavement types – exposed aggregate concrete and feature brick pavement. These will need to be designed in conjunction with the civil drainage system to ensure that all pavements drain adequately. Noting that as the bulk of the site will be in shade a lot of the time and therefore it is critical that pavements do not have any ‘pooling’ of water.

		- Paving drainage must be integrated and concealed within the built form / podium slabs. - Ensure all levels and grading information is integrated onto one drawing set to enable review and approval. - Show drainage infrastructure, such as trench grates on plans.
iv.	*Visitor bicycle hoops*	**Not satisfied** - Requested that plans show most current and approved streetscape and public realm layouts for Mills Blvd and Heidelberg Rd.
v.	*Podium planting*	**Somewhat satisfied additional details required** - Planting for these areas will need to be designed to cope with the shade from the buildings and the height of the raised planted areas, provide section in plant schedule for all shade tolerant trees and plant species. - How will these be maintained, to ensure a consistent visual appearance? - Provide all proposed pot sizes and install sizes for all trees and plants. - Provide plant species and quantities for each planted area. - Confirm that none of the proposed species are on DELWPs listing of environmental weed species.
vi.	*Proposed podium tree planting*	**Not satisfied** - The design will need to ensure trees will be able to survive in the 600mm high raised planters and that they will be able to thrive for the long term. - The proposed mounding of planters to achieve adequate soil depth for larger trees is not supported. It is requested that planter profiles are modified to be either deeper set-down in roof slab or that edges are raised. - Noting that drainage layers and mulch must also be considered early in the design to ensure a successful outcome and that the design vision is realised.
vii.	*Proposed podium tree species*	**Not satisfied** - Confirm tree species suitability in relation to sun/shade from towers and wind assessment. - Show tree species in relation to garden bed depth / size and provide available soil volume for each tree to confirm suitability. - Confirmation of proposed Corymbia species suitable for podium planting. - Remove tree ferns and Lily Pilly (proposed as cut hedge) from tree list and plant in groupings 3-5 or more for more visual impact. - Confirm suitability of the proposed Melaleuca in podium planter. - Consider whether the berries from the Elaeocarpus reticulatus ‘Prima Donna’ could be problematic in a podium location.

viii.	*Podium planter soil volume*	Given all of the proposed planting is on podium or structure the following information is required to ensure nominated planting is viable, well-designed, and integrated into relevant discipline packages to achieve the design vision for the proposal. Volume of growing media (for all tree planting). Use - Elke SOIL VOLUME SIMULATOR https://www.elkeh.com.au/soils/ - Depths of garden bed for low planting. - Sloped garden beds as shown below are not noted on plans. Impacts volumes of garden beds (show depth of podium/structure). - Soil volume to be calculated EXCLUDING and required subsurface drainage and mulch layer.
ix.		Landscape Details Further notes including but not limited to; - Note for each detail and garden bed referring to irrigation system. - Note of minimum widths and depths of planter boxes and garden beds including planting media/soil. - Maintenance, clarification regarding maintenance regime of landscaped areas and establishment of garden beds and climbing plant species. - Maintenance tasks and a maintenance schedule, clarification regarding maintenance regime of landscaped areas and establishment of garden beds and trees. - Ensure that mulch especially on the higher levels are of a stabile type to withstand wind erosion, such as a mineral mulch. - A landscape technical specification including but not limited to describing all proposed materials and other elements of the landscape works to be provided to Council prior to commencement of works.

Urban Designer: Christian Lundh

Date: 18 August 2022

Development Engineering Formal Referral Response

Application Information	
Referral Officer	Amy Hodgen
Officer	Mark Pisani
Council Reference	IREF22/00935
Address	640 Heidelberg Road, Alphington
Application No.	PLN17/0703
Proposal	Referral - Internal – Development Engineering
Comments Sought	Revised Car Parking Layout; Parking Provision

Council's Engineering Referral team provides the following information which is based on the information provided by Statutory Planning referenced above.

Comments and Recommendations

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
City of Yarra	Planning Permit (Amended) PLN17/0703		2 June 2021
Fender Katsalidis Architects	TP0030 *Development Summary* TP0031 *Development Summary* TP0032 *Development Summary* TP0999 *Basement 1 Floor Plan* TP1000 *Lower Ground Floor Plan* TP1000B *Lower Ground Mezzanine* TP1001 *Upper Ground Floor Plan* TP1002 *Level 1 Floor Plan* TP1003 *Level 2 Floor Plan* TP2000 *North Elevation Overall* TP2002 *South Elevation* TP2003 *West Elevation* TP2500 *Section AA & BB* TP2501 *Section CC & DD* TP2502 *Sections*	B B B B B B B B B B B B B B B	16 June 2022 16 June 2022 16 June 2022 16 June 2022 16 June 2022 16 June 2022 16 June 2022 16 June 2022 16 June 2022 16 June 2022 16 June 2022 16 June 2022 16 June 2022 16 June 2022 16 June 2022
Ratio Consultants	Transport Impact Assessment	F02	31 May 2022

CAR PARKING PROVISION

Proposed Development

Under the provisions of Clause 52.06-5 of the Yarra Planning Scheme, the development's parking requirements are as follows:

Proposed Use	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
One-Bedroom Dwelling	319	1.0 space per dwelling	319	Not Provided
Two-Bedroom Dwelling	256	1.0 space per dwelling	256	
Three-Bedroom Dwelling	57	2.0 spaces per dwelling	114	
Residential Visitors	632 dwellings	1.0 per 5 dwellings	126	
Office	6,101 m^2	3.5 spaces per 100 m^2 of net floor area	213	
Supermarket (2 No.)	4,214 m^2 1,836 m^2	5.0 spaces per 100 m^2 of leasable floor area	210 91	
Shop	3,609 m^2	4.0 spaces per 100 m^2 of leasable floor area	144	
Food and Drink	2,586 m^2	4.0 spaces per 100 m^2 of leasable floor area	103	
Restricted Retail	2,200 m^2	3.0 spaces per 100 m^2 of leasable floor area	66	
Place of Assembly	200 patrons	0.3 spaces per patron	60	
Childcare Centre	120 children	0.22 spaces per child	26	
Medical Centre	8 Practitioners	5 spaces to the first person providing health services plus 3 spaces to every other person providing health services	26	
Gymnasium	905 m^2	Rate Not Specified in Clause 52.06-5	To the satisfaction of the R.A.	
		Total	**1,754 spaces + parking for gymnasium**	**1,043 spaces**

***** Since the site is not located within the Principal Public Transport Network Area, the parking rates in Column A of Clause 52.06-5 now apply.

To reduce the number of car parking spaces required under Clause 52.06-5 (including to reduce to zero spaces), the application for the car parking reduction must be accompanied by a Car Parking Demand Assessment.

Car Parking Demand Assessment

In reducing the number of parking spaces required for the proposed development, the Car Parking Demand Assessment would assess the following:

Parking Demand Consideration	Details
Parking Demand for the Dwellings	According to Ratio Consultants, the dwellings would comprise mainly of Built to Rent (BTR) type dwellings and 150 affordable housing type dwellings. BTR Dwellings: Ratio Consultants have adopted a blanket rate of 0.7 space per dwelling, which would equate to 337 spaces. Individual parking allocations for the one-, two- and three-bedroom dwellings have not been provided. Affordable Housing Dwellings: A rate of 0.66 spaces per dwelling has been adopted. This would equate to 99 spaces.
Parking Demand for Residential Visitors	By applying the established empirical rate of 0.12 spaces per dwelling, the peak visitor parking demand for the 632 dwellings is expected to be around 76 spaces. By applying an off-peak rate of 0.07 spaces per dwelling, the visitor parking demand would be around 45 spaces. Ratio Consultants had adopted 0.1 spaces per dwelling; however, we will adopt 0.12 spaces per dwelling for consistency with other developments we have assessed.
Parking Demand for Office Use	An office parking rate of 1.5 spaces per 100 square metres of floor area has been adopted. A number of office developments in the municipality have been approved with office parking rates below 1.0 space per 100 square metres of floor area (in locations with good public transport accessibility). Since this site is outside the Principal Public Transport Network, a slightly higher rate is considered appropriate. The adopted office parking rate is considered reasonable. The office parking demand (employee) would equate to 91 spaces. An office visitor parking demand of 0.1 spaces per 100 square metres of floor are has been adopted, equating to six spaces.
Parking Demand for Supermarket Use	For the larger supermarket tenancy (Coles supermarket), the approved parking rate of 4.5 spaces per 100 square metres has been adopted (both customers and staff). This equates to a parking demand of 190 spaces. Staff parking would be provided at a rate of 0.25 spaces per 100 square metres (11 spaces). The parking demand rate adopted for the second supermarket tenancy (ALDI) is 4.0 spaces per 100 square metres. Ratio Consultants have indicated that the parking demand for this supermarket would be less than for the Coles Supermarket (empirical cases not cited). This supermarket would have a parking demand of 73 spaces (which also includes four staff spaces).

Parking Demand Consideration	Details
Parking Demand for Shop Use	The parking demand for the shop use would be 2.3 space per 100 square metres of floor area as per the approved Traffic Management Plan (TMP) for the *Alphington Paper Mill Site Development Plan*. This equates to a parking demand of 83 spaces. The TMP's shop employee parking rate of 0.5 spaces per 100 square metres would equate to 18 spaces.
Parking Demand for Food and Drink Use	Ratio Consultants have adopted a food and drink parking demand rate of 2.3 spaces per 100 square metres of floor area - consistent with shop use. This would result in a parking demand of 60 spaces (including 13 staff spaces).
Parking Demand for Restricted Retail Use	A restricted retail parking demand rate of 1.4 spaces per 100 square metres has been adopted by Ratio Consultants, based on other studies (not cited). The parking demand using this rate would be 31 spaces (including nine staff spaces based on an employee parking rate of 0.4 spaces per 100 square metres).
Parking Demand for Place of Assembly Use	The statutory parking demand for the place of assembly has been adopted, equating to 60 spaces. Staff parring would account for 10% of this use's parking demand, i.e. – six spaces).
Parking Demand for Childcare Centre Use	A minimum of 10 staff spaces would be provided as per the approved proposal. A parent parking rate of 0.15 spaces per child has been adopted, which equates to 18 spaces.
Parking Demand for Medical Centre Use	Ratio Consultants have adopted the statutory parking rate for a medical centre, which would equate to eight employee spaces and 18 patient spaces.
Parking Demand for Gymnasium Use	The parking demand of 3.0 spaces per 100 square metres of floor area has been sourced from the NSW Roads and Maritime Services' *Guide to traffic generating developments*. A parking demand of 28 spaces would be generates, which also includes five staff spaces (at a rate of 0.5 spaces per 100 square metres).

Total Car Parking Demand

Proposed Use	Estimated Long-Stay Parking Demand	Estimated Short-Stay Parking Demand
Residential Dwellings	436*	-
Residential Visitors (Peak Times)	-	76
Office	85	6
Supermarket	11 4	179 69
Shop	18	65
Food and Drink	13	47
Restricted Retail	9	22
Place of Assembly	6	54
Childcare Centre	10	18
Medical Centre	8	18
Gymnasium	5	23
Total	**605 spaces**	**577 spaces**

* Includes parking for Built To Rent dwellings (337 spaces) and Affordable Housing type dwellings (99 spaces).

The above table (a combination of the rates used by Ratio Consultants and the residential visitor parking rate we consider to be appropriate) results in a slightly higher parking demand estimate than the total parking demand figure presented in the submitted report (1,169 spaces).

It is agreed that the short-stay spaces of the various uses would be shared and would peak at various times (for example, the residential peak visitor parking occurs on weekday evenings and at weekends, whereas visitors to the shop, food and drink, office, restricted retail and medical centre would peak during the day). Trips to multi-uses would also likely take place (for example, visiting the supermarket, followed by the shop or food and drink premises).

Overall, the site should be able to be self-sufficient in terms of car parking.

The parking allocation of every individual use should be detailed and finalised by the applicant by way of a revised Car Parking Management Plan.

TRAFFIC IMPACT

Trip Generation

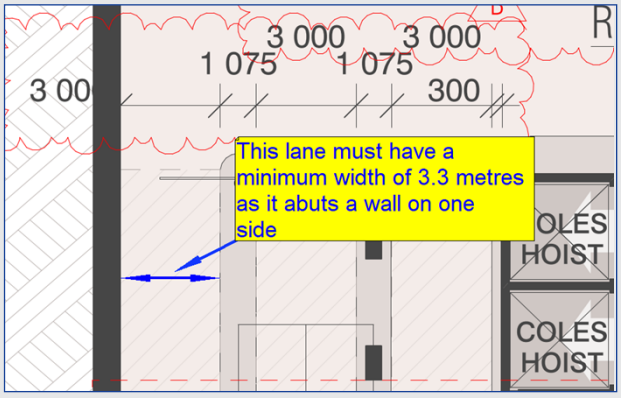
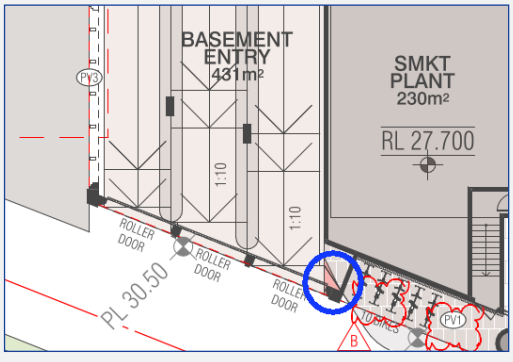
According to Ratio Consultants, the current proposal is expected to generate less traffic than what was contemplated for the development yields under the approved Traffic Management Plan.

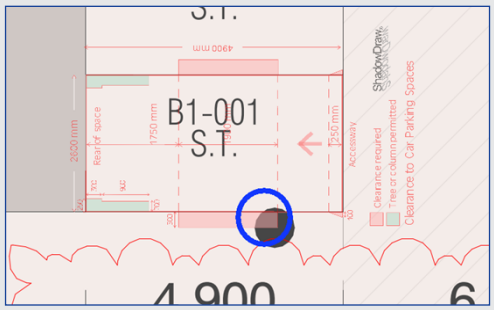
The approved proposal has an on-site car parking provision of 1,021 spaces compared with 1,043 spaces for the current proposal. The additional 22 on-site spaces is not expected in a significant increase in trips generated.

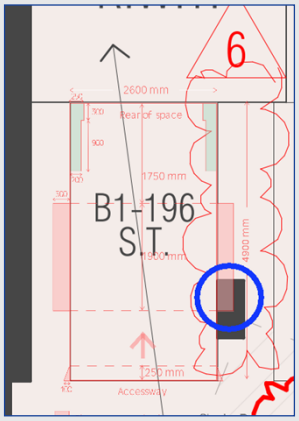
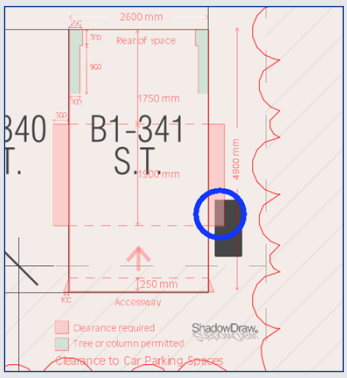
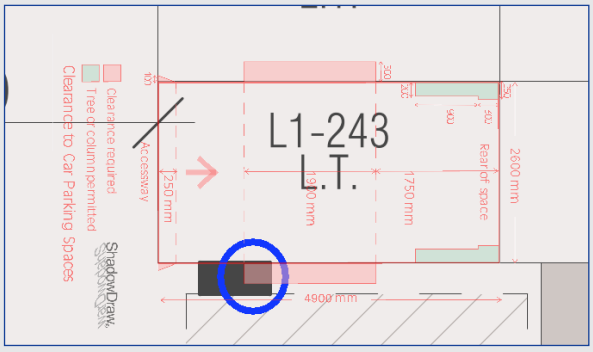
It is agreed that the traffic generated by the proposal should not have a detrimental impact on the surrounding road network.

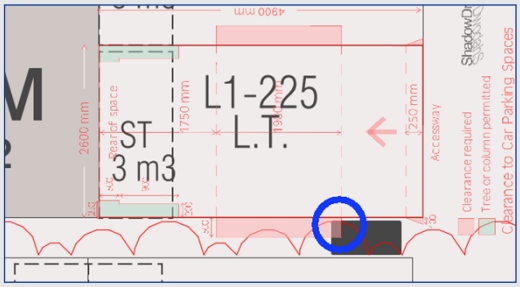
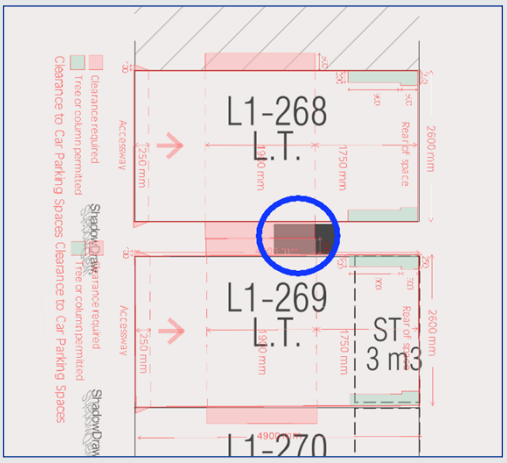
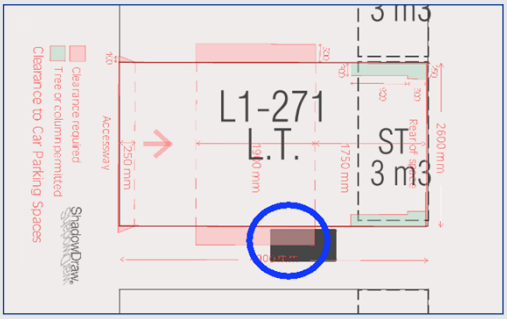
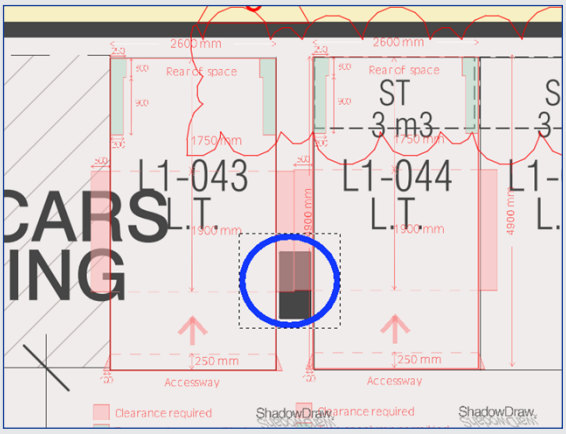
DEVELOPMENT LAYOUT DESIGN

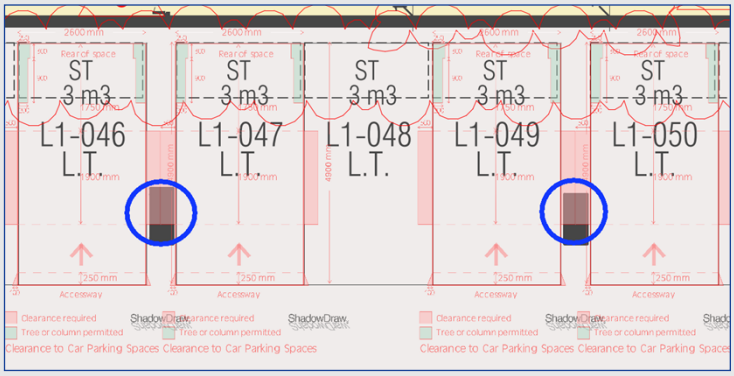
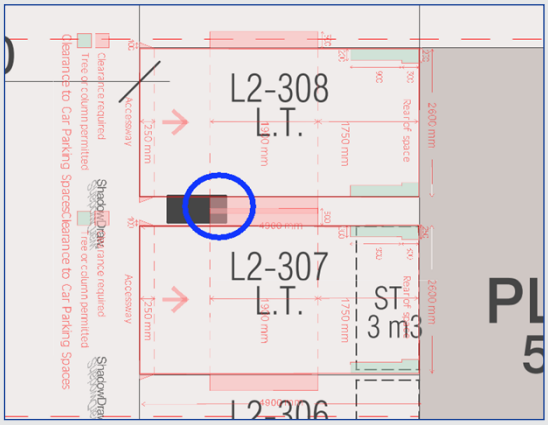
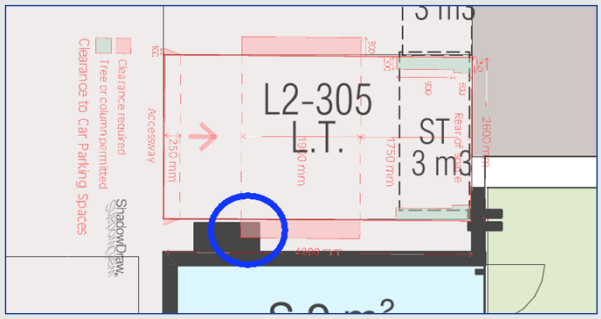
Layout Design Assessment

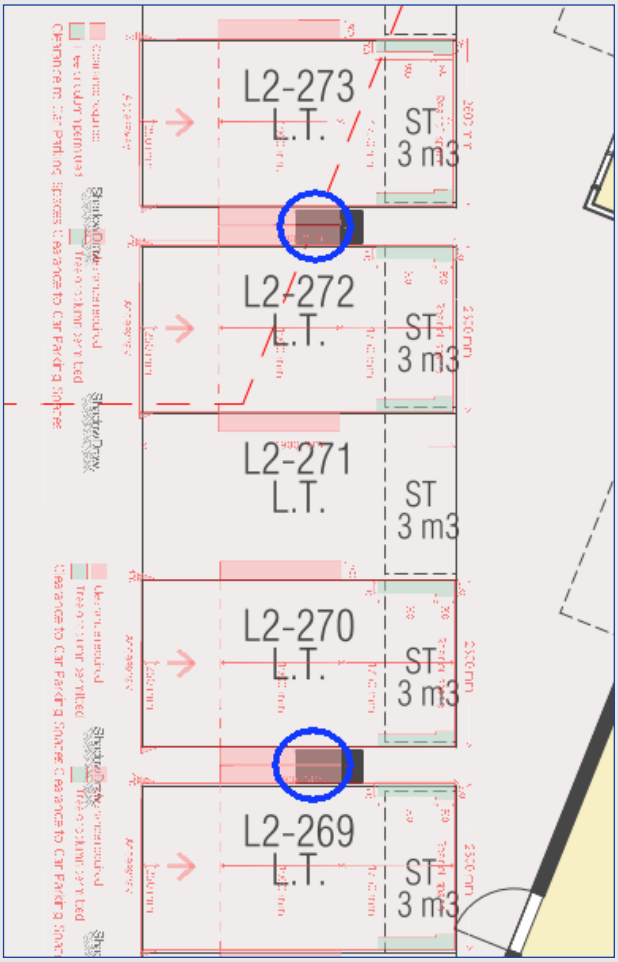
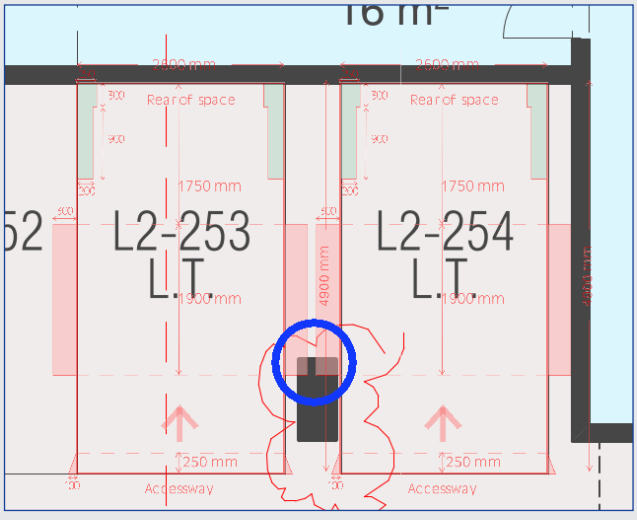
Item	Assessment
Access Arrangements	
Development Entrance – Heidelberg Road	Not dimensioned on the drawings.
Visibility – Heidelberg Road	Pedestrian sight triangles have not been superimposed on the drawings.
Basement Entry – Nelmoore Lane	The 3.0 metre widths of the two exit lanes satisfy AS/NZS 2890.1:2004. However, the entry lane width requires an additional 300 mm as it immediately abuts a wall, as shown below: 
Visibility – Nelmoore Lane	Visibility for the easternmost exit lane onto Nelmoore Lane is obstructed, as shown below: 

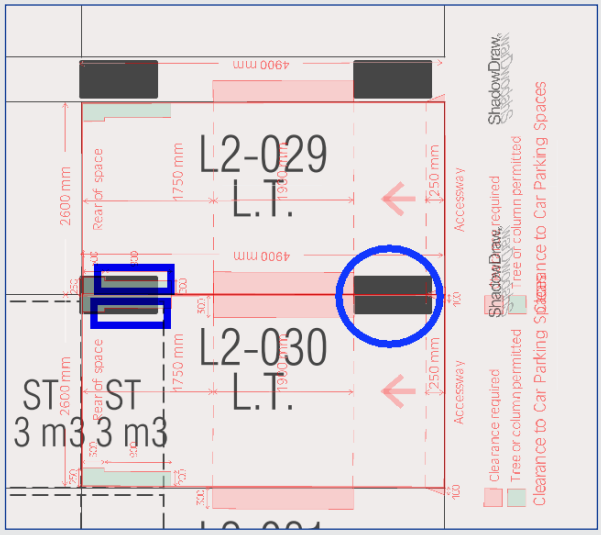
Item	Assessment
Headroom Clearance	Headroom clearances have not been depicted on the drawings.
Internal Ramped Accessways	The internal ramped accessways have wall-to-wall widths of 7.606 metres, which satisfy the Australian/New Zealand Standard AS/NZS 2890.1:2004.
Car Parking Modules	
At-grade Parking Spaces	The dimensions of the parking spaces (2.6 metres by 4.9 metres) satisfy *Design standard 2: Car parking spaces* of Clause 52.06-9.
Parallel Parking Spaces	The dimensions of the parallel parking spaces (2.3 metres by 6.7 metres) satisfy *Design standard 2*.
Tandem Parking Sets	The lengths of the tandem parking sets have not been dimensioned on the drawings.
Accessible Parking Spaces	The 2.345 metre widths of accessible parking bays B1-336, B1-316, B1-415 and B1-394 are unsatisfactory. All other accessible bays (each 2.4 metres by 5.4 metres) satisfy the Australian/New Zealand AS/NZS 2890.6:2009.
Aisles	The aisle widths range from 6.4 metres to 7.0 metres, which satisfy *Table 2: Minimum dimensions of car parking spaces and accessways* of Clause 52.06-9.
Column Positions	Most columns are set back from the aisles by 250 mm and have depths of 1000 mm, which satisfy *Diagram 1 Clearance to car parking spaces* of Clause 52.06-9. Column positions have been checked using the Trapeze plan management tool. The following spaces are non-compliant:  Space B1-001

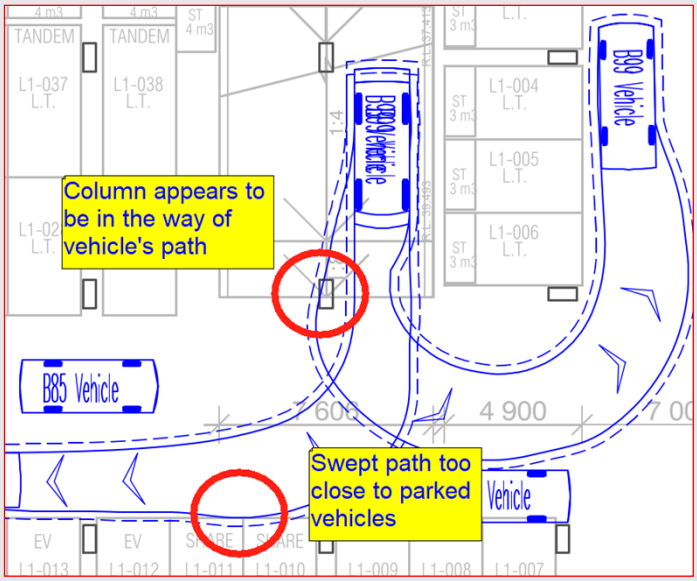
Item	Assessment
	 Space B1-196
	 Spaces B1-337 and B1-339
	 Space B1-341
	 Space L1-243

Item	Assessment
	 Space L1-225
	 Spaces L1-268 and L1-269
	 Space L1-271
	 Spaces L1-043 and L1-044

Item	Assessment
	 Spaces L1-046, L1-047, L1-049 and L1-050  Spaces L2-308 and L2-307  Space L2-305

Item	Assessment
	 Spaces L2-273, L2-272, L2-270 and L2-269  Spaces L2-253 and L2-254

Item	Assessment
	 Spaces L2-029 and L2-030
Clearances to Walls	Spaces adjacent to walls have been provided with clearances of at least 300 mm, which satisfy *Design standard 2.*
Gradients	
Ramp Grade for the first 5.0 metres inside the Property – Heidelberg Road	The ramp grade for the first 5.0 metres inside the property (from the south alignment of Heidelberg Road) is 1 in 16 and satisfies *Design standard 3: Gradients*.
Ramp Grade for the first 5.0 metres inside the Property – Nelmoore Lane	The ramp grades for the two exit lanes for the first 5.0 metres inside the property (from Nelmoore Lane) are 1 in 10, which satisfy *Design standard 3*. The ramp grade for the entry lane has not been specified on the drawings.
Ramp Grades and Changes of Grade	The ramp grades and changes of grade satisfy *Table 3 Ramp Gradients* of Clause 52.06-9.
Transition Grades at the Bases of the 1 in 4 Ramp Sections	Not dimensioned on the drawings.
Swept Path Assessment	
Vehicle Entry and Exit Movements – Heidelberg Road 18677T-SK11/JHB* Sheet 10 of 26	The swept path diagrams for a B99 design vehicle entering and exiting the development entrance via Heidelberg Road are considered satisfactory.
Vehicle Passing Movements – Ninety-degree bend at Base of Ramp 18677T-SK11/JHB Sheet 11 of 26	The swept path movements of two B85 design vehicles and an oncoming B99 design vehicle at the ninety degree bend at the base of the ramp are considered satisfactory.
Vehicle Circulation – ‘Click and Collect’ Parking Area 18677T-SK11/JHB Sheet 12 of 26	The swept path diagrams for a B99 design vehicle entering and exiting the ‘Click and Collect’ area and proceeding to the accessway are considered satisfactory.
Ingress and Egress Movements End Space at South West Corner of Basement Car Park 18677T-SK11/JHB Sheet 13 of 26	The ingress and egress movements into the end space at the south west corner of the Basement Car Park for a B85 design vehicle are considered satisfactory.

Item	Assessment
Vehicle Turning Movements Blind Aisle Space at Western Side of Basement Car Park 18677T-SK11/JHB Sheet 14 of 26	The swept path diagrams for a B85 design vehicle entering and exiting the blind aisle space at the western side of the Basement car park are considered satisfactory.
Vehicle Turning Movements Blind Aisle Space at South East Corner of Basement Car Park 18677T-SK11/JHB Sheet 15 of 26	The swept path diagrams for a B85 design vehicle entering and exiting the blind aisle space at the south east corner of the Basement car park are considered satisfactory.
Vehicle Circulation Top of Ramp – Level 1 Car Park 18677T-SK11/JHB Sheet 16 of 26	A column appears to be in the way of a left turning B99 design vehicle as it leaves the ramp. A right turning B99 design has its swept path very close to parked vehicles. Please see diagram below: 
Vehicle Manoeuvre Small Loading Area – Level 1 Car Park 18677T-SK11/JHB Sheet 16 of 26	The swept path diagram of a B99 design vehicle making a forward entry and reverse movement into and out of the small loading area on the east side of Level 1 car park is considered satisfactory.
Ingress and Egress Movements Space L1-195 – Level 1 Car Park 18677T-SK11/JHB Sheet 17 of 26	The ingress and egress movements of a B85 design vehicle into and out of this space are considered satisfactory.
Ingress and Egress Movements Space L1-144 – Level 1 Car Park 18677T-SK11/JHB Sheet 18 of 26	The ingress and egress movements of a B85 design vehicle into and out of this space are considered satisfactory.
Ingress and Egress Movements Space B1-155 – Basement Car Park 18677T-SK11/JHB Sheet 19 of 26	The ingress and egress movements of a B85 design vehicle into and out of this space are considered satisfactory.
Ingress and Egress Movements Space B1-158 – Basement Car Park 18677T-SK11/JHB Sheet 20 of 26	The ingress and egress movements of a B85 design vehicle into and out of this space are considered satisfactory.
Ingress and Egress Movements Space B1-159 – Basement Car Park 18677T-SK11/JHB Sheet 21 of 26	The ingress and egress movements of a B85 design vehicle into and out of this space are considered satisfactory.

Item	Assessment
Ingress and Egress Movements Space B1-195 – Basement Car Park 18677T-SK11/JHB Sheet 22 of 26	The ingress and egress movements of a B85 design vehicle into and out of this space are considered satisfactory.
Ingress and Egress Movements Space B1-195 – Basement Car Park 18677T-SK11/JHB Sheet 23 of 26	The ingress and egress movements of a B85 design vehicle into and out of this space are considered satisfactory.
Ingress and Egress Movements Space B1-194 – Basement Car Park 18677T-SK11/JHB Sheet 24 of 26	The ingress and egress movements of a B85 design vehicle into and out of this space are considered satisfactory.
Ingress and Egress Movements Space B1-192 – Basement Car Park 18677T-SK11/JHB Sheet 25 of 26	The ingress and egress movements of a B85 design vehicle into and out of this space are considered satisfactory.
Ingress and Egress Movements Space B1-194 – Basement Car Park 18677T-SK11/JHB Sheet 26 of 26	The ingress and egress movements of a B85 design vehicle into and out of this space are considered satisfactory.
Articulated Vehicle Ingress and Egress Movements Back of House (BOH) Loading Area 18677T-SK11/JHB Sheet 1 of 26 18677T-SK11/JHB Sheet 2 of 26 18677T-SK11/JHB Sheet 3 of 26	The swept path diagrams for an articulated vehicle entering and exiting the loading bays via Heidelberg Road are considered satisfactory.
Heavy Rigid Vehicle Ingress and Egress Movements Back of House (BOH) Loading Area 18677T-SK11/JHB Sheet 4 of 26 18677T-SK11/JHB Sheet 5 of 26 18677T-SK11/JHB Sheet 6 of 26 18677T-SK11/JHB Sheet 7 of 26 18677T-SK11/JHB Sheet 8 of 26 18677T-SK11/JHB Sheet 9 of 26	The swept path diagrams for 12.5 metre long heavy rigid vehicle entering and exiting the loading bays via Heidelberg Road are considered satisfactory.
Other Items	
Loading Arrangements	The BOH Loading Area satisfactorily provides for articulated and heavy rigid vehicles to load and unload goods at the site.
Vehicle Crossing Ground Clearance	A vehicle crossing ground clearance check is to be undertaken for each new vehicle crossing by the applicant's designer to confirm that a B99 design vehicle can enter and exit the property without scraping out (Please see under '*Engineering Advice for Design Items to be Addressed by the Applicant*' section).
Nelmoore Lane Access	It is not known whether a vehicle crossing would service the development entrance off Nelmoore Lane.

Engineering Advice for Design Items to be Addressed by the Applicant

Item	Details
Development Entrance – Heidelberg Road	The entry and exit lanes of the development entrance off Heidelberg Road are to be dimensioned on the drawings.
Pedestrian Visibility – Heidelberg Road Entrance	Pedestrian sight triangles should be superimposed on the drawings to demonstrate compliance with Design standard 1's visibility requirements.
Development Entrance – Nelmoore Lane	As mentioned earlier, the entry lane of the development entrance off Nelmoore Lane needs to be 3.3 metres in width as it abuts a wall on its western side. Under AS/NZS 2890.1:2004, an accessway requires an additional 300 mm where it abuts a wall or a kerb greater than 0.3 metres in height.
Pedestrian Visibility – Nelmoore Lane	A convex mirror should be provided for the easternmost exit lane in order to view pedestrians/footpath conditions to the east.
Headroom Clearances	Headroom clearances are to be dimensioned on the section drawings. The headroom clearance above the accessible parking spaces must be 2.5 metres as required by AS/NZS 2890.6:2009.
Tandem Parking Sets	The lengths of the tandem parking sets are to be dimensioned on the drawings and should be no less than 10.3 metres in length as required by *Design standard 2* of Clause 52.06-9.
Accessible Parking Spaces	Accessible parking bays B1-336, B1-316, B1-415 and B1-394 are to be a minimum of 2.4 metres in width as required by AS/NZS 2890.6:2009.
Column Positions	Non-compliant columns should be repositioned or impacted parking spaces reconfigure such that the positions of the columns do not encroach parking space clearance envelopes as required in *Diagram 1 Clearance to car parking spaces* in Clause 52.06-9.
Transition Grades at the Bases of the 1 in 4 Ramp Sections	The transition grades at the bases of the 1 in 4 ramp sections are to be dimensioned on the drawings. The lengths of the transition grades are to be no less than 2.5 metres in order for a B99 design vehicle to satisfactorily negotiate.
Vehicle Circulation Top of Ramp – Level 1 Car Park 18677T-SK11/JHB Sheet 16 of 26	The swept path diagrams for the B99 design vehicle undertaking left and right turn movements at the top[of the ramp are to be reassessed such that the swept path such that there is adequate clearance from nearby parking spaces and the column in the centre of the ramp (as highlighted earlier).
Vehicle Crossing Ground Clearance	To assist the applicant, a *Vehicle Crossing Information Sheet* has been appended to this memo. The ground clearance check (for each new vehicle crossing) requires the applicant to obtain a number of spot levels which include the reduced level 2.0 metres inside the property, the property boundary level, the bottom of kerb (invert) level, the edge of the channel level and a few levels on the road pavement – in this case, Heidelberg Road. These levels are to be shown on cross sectional drawings with dimensions, together with the B99 design vehicle ground

Item	Details
	clearance template demonstrating access and exit movements. Providing the ground clearance checks early in the design phase can also determine whether further modification works are required, such as lowering the finished floor level inside the property or making any adjustments to Council's footpaths or road infrastructure.
Nelmoore Lane Access	The applicant is to confirm the treatment for the Nelmoore Lane entrance (for example, is a vehicle crossing proposed?).

Engineer: Mark Pisani

Signature: 

Date: 19 July 2022

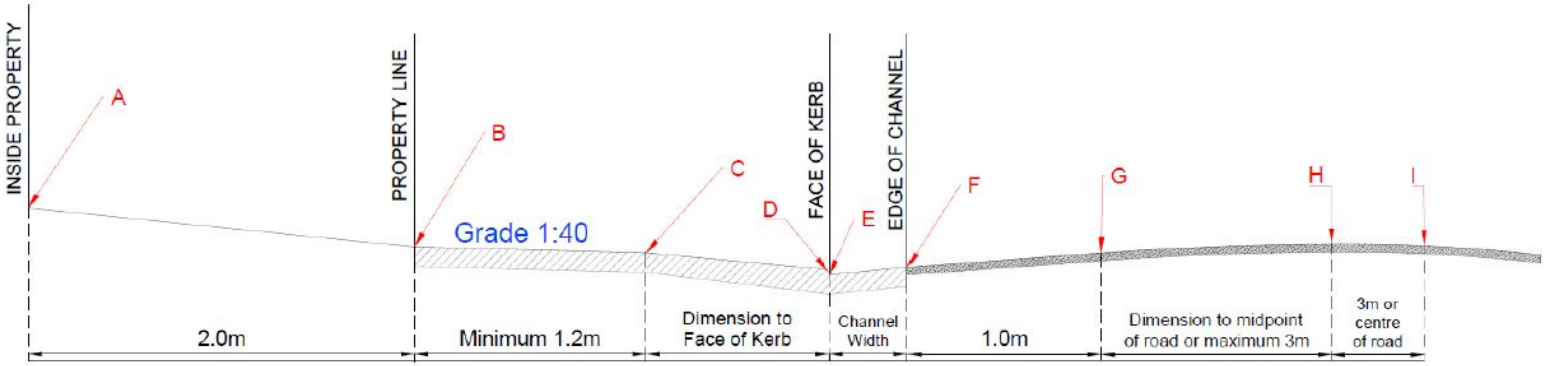
Development Engineering
Formal Referral Response

Vehicle Crossing – Cross Section

The designer is to submit a 1:20 scale cross section for each proposed vehicle crossing showing the following items:

A. Finished floor level 2.0 metres inside property
B. Property line surface level
C. Surface level at change in grade (if applicable)
D. Bullnose (max height 60mm) – must be clearly labelled
E. Surface level at the bottom of the kerb
F. Surface level at the edge of channel
G. Road level 1.0 meter from the edge of channel
H., I. Road levels

- Please note the cross section must be fully dimensioned. As shown in the sketch below.
- Please show both the existing and proposed surface.
- The maximum allowable cross-fall between points B and C is 1:40 (2.5%).
- A bullnose (max 60mm) is permitted at point D, however not compulsory.
- The levels shown must be exact reduced levels, to three decimal points. Interpolation of levels is not acceptable.
- The designer must demonstrate that an 85th or 99th percentile vehicle profile can traverse the design cross section as per the Australian/New Zealand Standard ground clearance template (AS/NZS 2890.1:2004).
- Significant level changes to the existing footpath level B to C will require additional level design either side of the proposed crossing.
- Please include any additional levels or changes in grade that are not shown in the diagram.



MEMO

To:	Amy Hodgen	
From:	Kisina Sofele	
Date:	16 August 2022	
Subject:	**Application No:**	PLN17/0703.03
	Description:	Alphington Paper Mill – The Village Precinct
	Site Address:	640 Heidelberg Rd, Alphington

I refer to the above planning application in relation to the proposed development at 640 Heidelberg Rd, Alphington. The amended documents were submitted 2 August 2022 and the following plans have been assessed:

- Architectural plans: Project no 21162 – Alphington Lot 2B, Alphington 3078, prepared by Fender Katsalidis.

In summary, the drawings are not yet acceptable from a Public Realm perspective. Comments and concerns relating to the updated proposal are noted in BLUE.

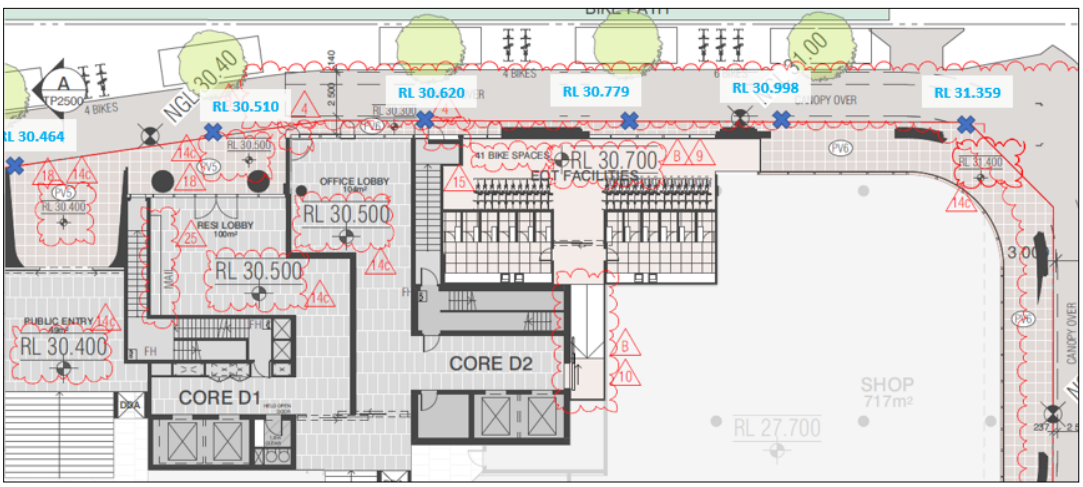
We require the applicant to provide a response to each of the comments, and if applicable, update the drawings to enable us to make a complete review of the proposal.

Development interface with Heidelberg Rd

1. The Heidelberg Rd finished surface levels along the boundary must be in accordance with the latest Council approved Road and Drainage plans titled: *Yarrabend Alphington – Heidelberg Rd Yarra Council, Project no 17147-08*. Update the relevant plans accordingly.

   There are slight differences between the proposed FFL's internally and the proposed Heidelberg Rd levels at the interface, particularly at the entrance points – see Figure 1 below. The internal FFL's must be adjusted to align with the levels at the interface with Heidelberg Rd road reserve.

   If the levels at the boundary are to be different to the Heidelberg Rd levels, provide reasoning and justification i.e. retaining wall, steps, etc.



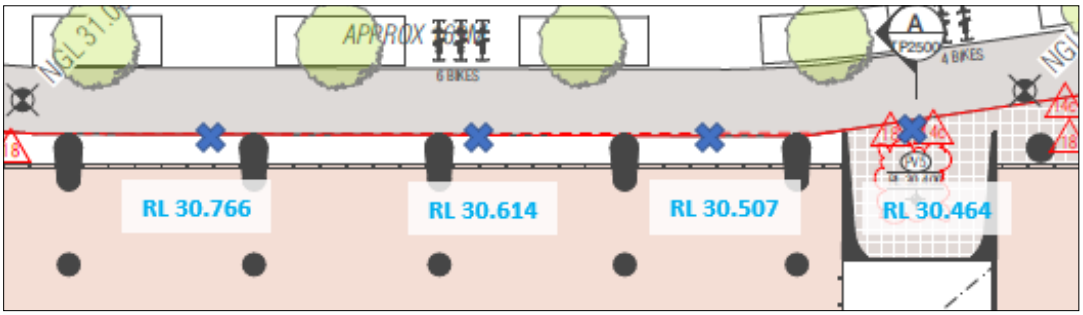


Figure 1 - Heidelberg Rd levels at the interface

Development interface with Mills Boulevard

2. The Mills Blvd finished surface design levels displayed on the architectural plans are incorrect. The finished surface levels along the boundary with Mills Boulevard road reserve must be in accordance with the latest Council approved Road and Drainage plans titled: *Yarrabend – Park Precinct, Mills Boulevard; Ref 22185E/G*. Update the relevant plans accordingly.

   There are significant differences between the proposed FFL's internally and the proposed Mills Blvd levels – see Figures 2 and 3 below. The internal FFL's must be adjusted to align with the levels at the interface with Mills Blvd road reserve.

   If the levels at the boundary are to be different to the Mills Blvd levels, provide reasoning and justification i.e. retaining wall, steps, etc.

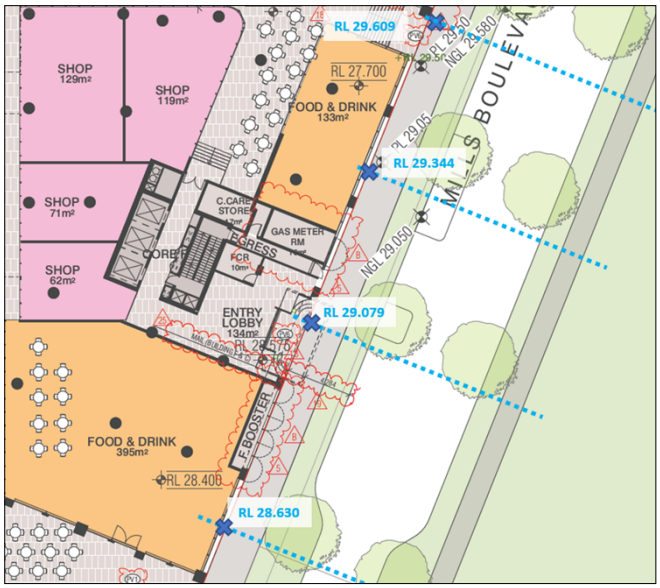


Figure 2 - Mills Blvd interface level differences

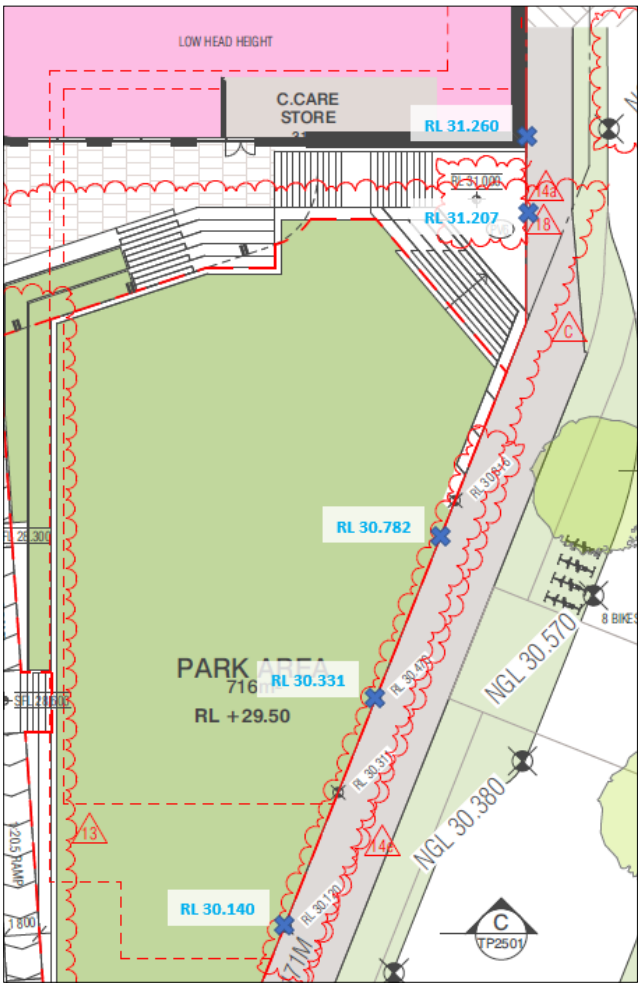


Figure 3 - Mills Blvd interface level differences

Village Park

3. Provide to Council for assessment and approval the required drainage strategy for Village Square, in accordance with Condition 25(j) of the Planning Permit. Confirm how the stormwater within the proposed Village Park area is to be captured and drained to a likely legal point of discharge (LPD). The park is to become public land so it must be drained independent of the overall Village development.
4. Confirm how the 1% AEP rain event will be managed within the park area. How will it be contained and directed through an overland flow path (if applicable) to discharge to the public road reserve. Note – captured stormwater within the park area must not flow into any of the private areas.
5. In accordance with Condition 25(d) of the Planning Permit, confirm how interconnectivity between the park and the Mills Blvd crossing will be achieved.
6. Confirm where retaining structures will be located around the perimeter of the park area. Retaining structures supporting areas adjacent to Mills Blvd road reserve can be positioned within the park title area. However, retaining structures supporting private property infrastructure must be completely positioned within private property. Indicate locations on the plan and provide an annotation referring to this requirement.
7. Indicate where the utilities within the park are to be connected to service the public area. Note – all connections must be independent of the private property.

Strategic Transport
Formal Referral Response

Application Information	
Referral Officer	USERID
Officer	Philip Mallis
Council Reference	PLN17/0703.03
Address	640 Heidelberg Rd, Alphington VIC 3078
Proposal	Amendment to the permit including revised layout and design, increase in maximum building height by 2.95m, increase in the number of dwellings and retail space, reduction in the commercial space, deletion of serviced apartments, increase in car and bicycle parking
Comments Sought	This is the link to the Statutory Planning Referral memo: D22/155951 - IREF22/00930 - Internal Referral Formal Request

Council's Strategic Transport unit provides the following information which is based on the information provided in the Statutory Planning referral request memo referenced above.

Comments

Bicycle Parking Provision

Statutory Requirement

Under the provisions of Clause 52.34-3 of the Yarra Planning Scheme, the development's bicycle parking requirements are as follows:

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Dwellings	632 dwellings	In developments of four or more storeys, 1 resident space to each 5 dwellings	126 resident spaces	632 resident spaces
		In developments of four or more storeys, 1 visitor space to each 10 dwellings	63 visitor spaces.	158 visitor spaces
Medical centre	8 practitioners	1 employee space to each 8 practitioners	1 employee spaces	2 employee spaces
		1visitor space to each 4 practitioners	2 visitor spaces.	4 visitor spaces
Minor sports and recreation facility	6 employees	1 employee space to each 8 practitioners	2 employee spaces	3 employee spaces
		1 visitor space to each 4 practitioners	1 visitor spaces.	9 visitor spaces
Office (other than specified in the table)	6,101 sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	20 employee spaces	41 employee spaces
		1visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	6 visitor spaces.	12 visitor spaces
Place (of assembly other than specified in this table)	2,404 sqm	1 employee space to each 1500 sqm of net floor area	2 employee spaces	3 employee spaces
		2 plus 1 visitor space to each 1500 sqm of net floor area	4 visitor spaces.	5 visitor spaces

Retail premises (other than specified in this table)	10,836 sqm	1 employee space to each 300 sqm of leasable floor area	36 employee spaces	27 employee spaces
		1visitor space to each 500 sqm of leasable floor area	22 visitor spaces.	33 visitor spaces
Shop	3,609 sqm	1 employee space to each 600 sqm of leasable floor area if the leasable floor area exceeds 1000 sqm	6 employee spaces	12 employee spaces
		1 visitor space to each 500 sqm of leasable floor area if the leasable floor area exceeds 1000 sqm	7 visitor spaces.	14 visitor spaces
Bicycle Parking Spaces Total			**191 resident / employee spaces**	**739 resident / employee spaces**
			109 visitor spaces	**243 visitor spaces**
Showers / Change rooms		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	**11 showers / change rooms**	**19 showers / change rooms**

The development provides the requirements of the Development Plan.

Adequacy of visitor spaces

243 spaces are noted as visitor bicycle parking spaces.

The provision of the visitor spaces is inadequate for the following reasons:

- 48% of visitor spaces are proposed as vertical or hanging spaces. Pursuant to Clause 52.34-3 all visitor spaces must be provided at a horizontal bicycle rail. However, given the scale of the development, it is considered acceptable that some are provided vertically. It would be acceptable if 80% were provided on-ground rather than 100%.
- Dimensions of all accessways, aisles and lifts proposed for bicycle access must be shown on the plans – noting the minimum requirements specified in the Traffic Impact Assessment on Page 44.
- It is expected that the vast majority of demand from people on bikes will come from the south via the Chandler Highway Bridge, and more local bicycle traffic from the north. Those coming from the west would likely utilise the Grange Road shared path / Hamilton Street or Fulham Road routes to connect. Both require crossing Heidelberg Road at the intersection with Chandler Highway / Grange Road or at the new pedestrian operated signals on Heidelberg Road.
    - As a shared path or safe bicycle facility is not being provided on the south side of Heidelberg Road, at least some of the bicycle traffic from the south would likely travel to the subject site via Mills Boulevard. As a result, it is

recommended that additional on-street visitor bicycle parking be provided along Mills Boulevard between Nelmoore Lane and Heidelberg Road, proximate to building entrances, to cater for this demand.

Adequacy of resident/employee spaces

Number of spaces

Whilst the proposal includes a surplus of resident/employee spaces above the requirements of the Scheme, it is noted:

- A reduction of car parking spaces is sought.
- The subject site is located in an inner-urban area with already high cycling-to-work demand, and trends indicate demand will continue to increase, and is marked as a "sustainable development" to prospective tenants, buyers and visitors; and both local and state planning policies include objectives to promote sustainable transport modes, including cycling.
- Under the present plans, one bicycle parking space is provided per three bedroom apartments. Given the above context and increased bicycle parking demand from a three bedroom dwelling, one additional bicycle parking space should be provided per three bedroom dwelling (n=57).
- It would be acceptable if a further reduction in car parking spaces was sought to provide additional bicycle parking spaces.
- The number of spaces provided for the office use is inconsistent in the Traffic Impact Asssessment. Page 41 states that 40 spaces are provided on the facility located in the Lower Ground mezzanine level for the office

Design and location of employee spaces and facilities

Employee and resident spaces are inadequately located and designed for the following reasons:

- Given the high volume of bicycle parking spaces on Lower Ground (633), the provision of only one dedicated bicycle lift as the only access is not acceptable. The trip generation from these 633 spaces is likely to be significant. The second 'Paper Trail' lift is proposed to be shared with apartment access, which will be put additional trips into this lift and will likely not meet demand – particularly during peak times.
    - It is recommended that a ramp and/or additional dedicated lifts be provided.
    - Clarity also needs to be provided on which lifts, foyers and accessways will be open to people with bikes.
- Dimensions of all accessways, aisles and lifts proposed for bicycle access must be shown on the plans – noting the minimum requirements specified in the Traffic Impact Assessment on Page 44.
    - Particular consideration must be given to the dimensions of larger bicycles, in particular cargo, electric and recumbent bicycles. Guidance on dimensions may be found in Australian Standard AS2890.3.
    - If lifts are intended to be the sole method of access to resident/employee bicycle parking (not the preferred option), either suitable alternative parking must be provided for non-standard bicycles or all lifts to be built to a standard accommodating all types of bicycles listed in Appendix A of AS2890.3.

- Clarity is required on whether people will be able to ride a bicycle on the access path to the west of the site.
- Only 14% of resident spaces are proposed to be on-ground horizontal spaces. In accordance with 52.34 & Australian Standard AS2890.3, at least 20% of spaces should be horizontal on-ground spaces. Council's preference is for at least 30% of spaces to be in this configuration, given the scale of the development and likely high utilisation.
- Only 12% of non-office employee spaces are proposed to be on-ground horizontal spaces. In accordance with 52.34 & Australian Standard AS2890.3, at least 20% of spaces should be horizontal on-ground spaces. Council's preference is for at least 30% of spaces to be in this configuration, given the scale of the development and likely high utilisation.
- Information on the proposed operation of secure access to the bicycle parking facility must be provided. Pursuant to Clause 52.34-3 & Australian Standard AS2890.3 bicycle spaces for residents and employees must be provided in a bicycle locker, or in a lockable compound. A secure car park does not constitute a lockable compound.
- The location of the Lower Ground employee bicycle parking is a significant distance from much of the retail and other likely destinations of people using the space.
    - Pursuant to Clause 52.34-4 ("Bicycle spaces should be located to provide convenient access from surrounding bicycle routes and main building entrances") and AS 2890.3 – 2.6.3 ("Bicycle parking facilities should be located as close as possible to the main pedestrian access points to the building, workplace, public transport station or other destinations, to encourage cyclists to use the parking facilities". While it is acceptable for some spaces to be located in the north-west corner of the site, the bicycle parking should be reconfigured for most spaces to be more easily accessible to the eastern part of the site where most of the trip demand is expected.
- 2000mm for an access corridor for 633 bicycle parking spaces is not considered adequate. With reference to Figure 2.4 in AS2890.3, this should be widened to a minimum of 2500mm.
- The distribution of the End of Trip facilities is not acceptable. While the majority of employee parking is provided in the western bicycle parking area, the majority of EoT facilities are located in the office bicycle parking area. It is not considered reasonable that employees would need to exit and reenter the building in order to access EoT facilities. The distribution of EoT facilities should at least approximately correspond to the number of spaces provided in each bicycle parking area.

Electric vehicles

Council's BESS guidelines encourage the use of fuel efficient and electric vehicles (EV).

No electric car charging points included. It is recommended that at least 52 car parking spaces (5% of total provision of 1,043 bays) be provided in both resident/employee parking and visitor parking. Additionally, to allow for easy future expanded provision for electric vehicle charging, all car parking areas should be electrically wired to be 'EV ready'. A minimum 40A single phase electrical sub circuit should be installed to these areas for this purpose.

In addition, charging points for at least 20 electric bicycles in horizontal on-ground resident/employee bicycle parking spaces suitable must be provided to cater for current and future demand.

Green Travel Plan

The application includes a Green Travel Plan (GTP). The GTP does not adequately address some issues, and should be modified to include the following:

(a) the types of bicycle storage devices proposed to be used for employee, resident and visitor spaces (i.e. hanging or floor mounted spaces);
(b) the types of lockers proposed within the change-room facilities, with at least 50% of lockers providing hanging storage space;
(c) security arrangements to access the employee bicycle storage spaces; and
(d) signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3;
(e) Reference to a minimum 40A single phase electrical sub circuit should be installed to the car park areas for 'EV readiness';
(f) Reference to arrangements for parking larger bicycles (e.g. cargo and recumbent bicycles;
(g) Reference to arrangements and locations for electric bicycle charging for both residents/employees and visitors.

This information is required to be shown in the GTP before it can be approved.

Yarra's key bicycle corridors

The site is located adjacent to key bicycle corridors. The Anniversary, Darebin Creek and Main Yarra Trails all pass in close proximity to the site. Additionally, the east-west Strategic Cycling Corridor along the Hurstbridge Railway Line passes just north of the subject site, together with several local bicycle routes in Yarra, Darebin and Banyule.

City Works

Relevant to this business unit and this application, the following capital works are approved / proposed within the area of the subject site (as relevant to the planning application):

None from Strategic Transport.

Recommendations

The following should be shown on the plans before endorsement:

1. A calculation of trip generation rates for the Lower Ground employee/resident bicycle parking, including a breakdown of estimated trips in:
    a. AM peak
    b. PM peak
2. At least 80% of all visitor bicycle parking to be provided as on-ground horizontal bicycle parking in compliance with AS2890.3, to the satisfaction of the Responsible Authority.

3. Dimensions of all bicycle storage spaces, lifts and relevant access ways noted to demonstrate compliance with Australian Standard AS2890.3 or to the satisfaction of the Responsible Authority.
4. At least 14 additional horizontal on-ground visitor bicycle parking spaces be provided on-street on the west side of Mills Boulevard in close proximity to main building entrances using designs and locations that comply with Clause 52.34 and AS2890.3.
5. The provision of one additional resident bicycle parking space per three bedroom dwelling.
6. Improved access to resident/employee bicycle parking in the form of a bicycle-only ramp in compliance with AS28903.3 and Clause 52.34 in addition to appropriate lift access, and/or the provision of at least two additional bicycle-only lifts.
    a. Although not the preferred option, if lifts are intended to be the sole method of access to resident/employee bicycle parking, either suitable alternative parking must be provided for non-standard bicycles or all lifts to be built to a standard accommodating all types of bicycles listed in Appendix A of AS2890.3.
7. Indications for whether bicycles will be permitted or not to be ridden on:
    a. The accessway between Heidelberg Road and Nelmore Lane;
    b. All foyers and entrance ways; and
    c. Any other access ways or entrances leading to employee, resident or visitor bicycle parking.
8. All resident and employee bicycle parking facilities to include a minimum of 30% of ground level (horizontal) spaces.
9. Bicycle parking to be reconfigured to have the majority of spaces easily accessible to the uses on the eastern part of the site with reference to AS28903.3 and Clause 52.34, to the satisfaction of the Responsible Authority.
10. Access corridors to large areas of bicycle parking to be a minimum of 2500mm in width, in compliance with AS28903.3 or to the satisfaction of the Responsible Authority.
11. The number of End of Trip facilities provided in bicycle parking areas in a manner that corresponds to the number of bicycle parking spaces in each area as provided in the Built Environment Sustainability Scorecard (BESS) or to the satisfaction of the Responsible Authority.
12. The inclusion of electric car charging facilities for at least 5% of the total provision of car parking in both resident/employee car parking and visitor car parking.
13. The inclusion of electric bicycle charging facilities for at least 20 electric bicycle parking spaces, provided as horizontal on-ground parking.
14. Reference to a minimum 40A single phase electrical sub circuit to be installed in all car park areas for ‘EV readiness’.

An Amended Green Travel Plan should be provided with the information outlined previously.

Principal Strategic Transport Planner (Strategic Transport Unit): Philip Mallis

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Signature: 

Date: 19/07/2022

ESD Formal Referral Response

Application Information	
Referral Officer	Amy Hodgen
Officer	Gavin Ashley
Council Reference	PLN17/0703.03
Address	640 Heidelberg Rd, Alphington, VIC 3078
Proposal	Amendment to the permit including revised layout and design, increase in maximum building height by 2.95m, increase in the number of dwellings and retail space, reduction in the commercial space, deletion of serviced apartments, increase in car and bicycle parking
Comments Sought	Click here to view the link to the Statutory Planning Referral memo: **D22/155315**

Council's ESD Officer provides the following information which is based on the information provided in the Statutory Planning referral request memo referenced above.

ESD comments were requested on the following:

- Review of the SMP lodged and amended plans
- Consider current planning permit conditions (refer below to link to current planning permit), whether they have been met/remain relevant
- Please note that since the last permit was issued, there is a new developer and new ESD consultant (and report).

In assessing this application, the following documents were reviewed:

- Planning Permit PLN17/0703 prepared by the City of Yarra (05.06.2018)
- [previous] SMP (and Cover Letter) prepared by Norman, Disney, Young (20.06.2020)
- [amended] SMP prepared by Stantec (Rev 004 – 01.06.2022)
- [previous] Architectural Plans prepared by NH Architecture (Rev 07 – 18.09.2020)
- [amended] Architectural Plans prepared by Fender Katsalidis (Rev B – 16.06.2022)
- Stormwater Management Plan prepared by Stantec (10.08.2022)

Comments

The standard of the submitted ESD does not meet Council's Environmental Sustainable Design (ESD) standards.

Hello Amy,

I have reviewed the amended documentation against condition 10 of Planning Permit PLN17/0703 and previous ESD advice provided by the City of Yarra for the above development, with an assessment below (in **bold**):

Since previous assessment, and through the amendments the project has now moved from a BESS-based SMP to Green Star D&AB v1.3 (formal certification) – achieving a 5-star rating (targeting 63.6 credits).

Previous assessment against condition 10 of PLN17/0703 revealed the following items to be clarified:

(b) The following improvements in relation to the community facilities:

i. [Thermal envelope with a minimum 20% improvement on NCC insulation requirements and double-glazing windows] – Clarify NCC commitment (2016 or 2019) and update BESS/SMP accordingly

- **Satisfactory** – The amended SMP clarifies application of NCC 2019 and commits to a '10% improvement on NCC 2019 energy efficiency standards' (SMP, p. 4). Preliminary building fabric assumptions have also been provided.

iii. [Operable windows to all areas, including remote window operation for highlight windows (e.g. to the multi-purpose court)] – Update plans with 'OW' marked, or elevations to illustrate operable windows.

- **Pending** – No additional information in the SMP or indication on plans to clarify provision of operable windows for the community facility (albeit, the design has changed during the amendment). GS credit 9.2 Outdoor air has 2 credits marked as TBC for increases in outdoor air 100% above AS1668.4 2012.
- **Action** – Clarify operability of windows for the community facility and/or achievement of GS credit 9.2 (and It's extent in the development) to satisfy permit condition.

(c) [Bicycle numbers updated to reflect Condition 1 endorsed plans] – Clarify provision (SMP states 747 but plans show 751).

- **Satisfactory** – The amended design includes 981 bicycle parking spaces as per the development summary and indicated on the plans (TP0030).

(d) [Evidence to demonstrate that SPEL proprietary products are effective in local Victorian conditions or provide a different approach for managing stormwater] – Update this report (and MUSIC model) to remove SPEL products and clarify an alternative approach to managing stormwater.

- **Satisfactory** – An updated Stormwater Management Plan has been provided which specifies the use of 'StormFilter and OceanSave GPT (or approved equivalent)' with no mention or use of SPEL products. Furthermore, the plan includes a MUSIC model which confirms achievement of Green Star Credit 26 Column B pollution reduction targets and maintains post-development flows as per pre-development levels.

(k) [Preliminary Section J / NABERS energy modelling as referenced in the BESS report Lighting power density provided to minimum 2019 NCC standards] – Please review lighting strategy clearly referencing the applicable NCC requirements [regarding IPD].

- **Satisfactory** – The amended SMP and GS pathway indicate lighting power density to be reduced by at least 10% below the maximum allowable in Table J6.2a (SMP, p. 14).

Clarify whether the following is to be provided (as per previous assessment of permit conditions):

- (b)(iv) Provision for ceiling fans including high-volume, low-speed fans (HVLS) within the multi-purpose court
- (b)(vi) Hot water system for community facility
- (f) Recycled concrete aggregate / reduction in portland cement as per previous documentation

In relation to the overall proposed changes, there is an increase in dwellings from 431 to 632 (retaining 150 affordable dwellings), retail from 10,040 sqm to 15,348 sqm and community spaces from 2,216 sqm to 2,403 sqm and a reduction in commercial from 11,177 sqm to 9,273 sqm. In addition to this, the form of the towers have changed, providing more building separation, views and opportunities for daylight into the design.

While preliminary NatHERS modelling suggests reasonable energy efficiency, it is recommended that an external shading treatment be provided for Building A (for north and west facades) and Building B (west façade).

Recommendations

Having reviewed the amended documentation, the applicant is required to address the items listed as 'pending' and provide a response to the actions before the development (and amendments sought) are deemed satisfactory from an ESD perspective.

ESD Officer: ASHLEYG

Signature: Gavin Ashley

Date: 12.08.2022

Civil Works
Formal Referral Response

Application Information	
Referral Officer	USERID
Officer	Atha Athanasi
Council Reference	PLN17/0703.03
Address	640 Heidelberg Rd, Alphington VIC 3078
Proposal	Amendment to the permit including revised layout and design, increase in maximum building height by 2.95m, increase in the number of dwellings and retail space, reduction in the commercial space, deletion of serviced apartments, increase in car and bicycle parking
Comments Sought	This is the link to the Statutory Planning Referral memo: Insert CM Link here to referral request memo (which will include a hyperlink to the submitted WMP)

Council's Civil Works Unit provides the following information which is based on the information provided in the Statutory Planning referral request memo referenced above.

Civil Works were requested to make comment on the submitted Waste Management Plan (WMP).

Comments and Recommendations

The waste management plan for Alphington Village Lot 2B 640 Heidelberg Rd, Alphington authored by WSP and dated 31/03/22 is satisfactory from a City Works Branch's perspective.

Engineer: USERID

Signature: 

Date: 26/05/2022

Social Planning
Formal Referral Response

Application Information	
Referral Officer	USERID
Officer	Steph Ashby
Council Reference	PLN17/0703.03
Address	640 Heidelberg Rd, Alphington VIC 3078
Proposal	Amendment to the permit including revised layout and design, increase in maximum building height by 2.95m, increase in the number of dwellings and retail space, reduction in the commercial space, deletion of serviced apartments, increase in car and bicycle parking
Comments Sought	Insert CM Link here to referral request memo

Assessment

Referral Type

- Liquor Licence

Key aspects of the proposal

List of key elements

- The subject site is within a Mixed-Use Zone, with the following overlays:
  - DCPO1 - Development Contributions Plan Overlay - Schedule 1 (Development Contributions Plan)
  - DPO11 - Design and Development Overlay - Schedule 11 (Amcor site, Heidelberg Road, Alphington)
  - HO70 - Heritage Overlay (HO70)
- Proposed hours for packaged liquor are 9am – 11pm, 7 days a week

Recommendation

Social Planning were requested to make comments on the proposal from a social planning perspective.

1. Given that there is no change to the proposed hours, and these hours are in line with clause 22.09, there are no issues with this proposal.
2. The red line is acceptable.

Social Planner: USERID

Signature: Steph Ashby

Date: 23/08/2022

Compliance and Parking
Formal Referral Response

Application Information	
Referral Officer	USERID
Officer	Steve Alexander
Council Reference	PLN17/0703.03
Address	640 Heidelberg Rd, Alphington VIC 3078
Proposal	Amendment to the permit including revised layout and design, increase in maximum building height by 2.95m, increase in the number of dwellings and retail space, reduction in the commercial space, deletion of serviced apartments, increase in car and bicycle parking
Comments Sought	This is the link to the Statutory Planning Referral memo: Insert CM Link here to referral request memo (which will include a hyperlink to all relevant plans / information)

Council's Compliance and Parking Unit provides the following information which is based on the information provided in the Statutory Planning referral request memo referenced above.

Comments

Comments on the application from a Compliance (amenity) perspective were requested on the following:

- Hours of operation
- Impact on residential amenity
- Footpath Trading preliminary comments

*These are prompts only – delete / add to, as appropriate

Recommendations

The Compliance branch has reviewed the application and does not have any concern with proposed extension of an addition packged liquor outlet given it's within a supermarket and that there is no change to the hours.

Community Amenity Officer: AlexandS

Signature: 

Date: 18/05/22

Department of Transport

GPO Box 2392
Melbourne, VIC 3001 Australia
Telephone: +61 3 9651 9999
www.transport.vic.gov.au
DX 201292

31 August 2022

Amy Hodgen
Yarra City Council
PO BOX 168
RICHMOND VIC 3121

Dear Amy,

PLANNING APPLICATION NO.:	**PLN17/0703.03**
DEPARTMENT REFERENCE NO:	**24817/18 - 1**
PROPERTY ADDRESS:	**640 HEIDELBERG ROAD, ALPHINGTON VICTORIA 3078**

Section 55 – No Objection

Thank you for referring the above application to the Head, Transport for Victoria under Section 55 of the *Planning and Environment Act 1987.*

The Head, Transport for Victoria has considered this application and does not object to the grant of a permit, noting existing permit conditions numbered 79 to 83 inclusive remain unchanged.

Please forward a copy of any decision to this office as required under the *Planning and Environment Act 1987*.

Should you have any enquiries regarding this matter, please contact Gillian Menegas on 9313-1148 or Gillian.Menegas@roads.vic.gov.au.

Yours sincerely

Gillian Menegas

Gillian Menegas
Principal Statutory Planner – Inner Metropolitan Region
Under delegation from the Head, Transport for Victoria

31/08/2022

VICTORIA State Government