Attachment 2:

Planning Scheme Amendment C280yara Documents (Post Panel)

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Proposed C280yara

SCHEDULE 1 TO CLAUSE 43.03 INCORPORATED PLAN OVERLAY

Shown on the planning scheme map as **IPO1**.

32-68 MOLLISON STREET, ABBOTSFORD INCORPORATED PLAN (FEBRUARY 2022)

1.0 Requirement before a permit is granted

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Proposed C280yara

None specified.

2.0 Permits not generally in accordance with incorporated plan

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A permit granted for the following is not required to be generally in accordance with the incorporated plan.

- use of an existing building;
- construction or carrying out of minor works to or associated with existing buildings;
- subdivision of land, provided that the subdivision is the result of a consolidation of all or part of the land or the re-subdivision of the land and the number of lots is not increased;
- removal or creation of easements or restrictions; or
- construction or carrying out of buildings or works associated with the remediation of land in accordance with or for the purpose of obtaining a Certificate or Statement of Environmental Audit under the *Environment Protection Act 1970*.

Before granting a permit the responsible authority must be satisfied that the issue of the permit will not prejudice the ability to use and develop the land generally in accordance with the Incorporated Plan.

3.0 Conditions and requirements for permits

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The following conditions and/or requirements apply to permits (except the works mentioned in Clause 2 of this Schedule):

Permit requirements

- A new development that requires access from Little Nicholson Street must provide a laneway widening of Little Nicholson Street to allow two-way traffic to the satisfaction of the responsible authority.
- A new development must not overshadow the southern footpath of Mollison Street between 10 am and 2 pm on the 22nd of September.
- The proposed development must incorporate the findings and recommendations of a car parking and traffic impact assessment that demonstrates:
  - the safe entry and exit of vehicles to and from the land and that these movements minimise conflict with any existing pedestrian and cycle links; and
  - the provision of car parking, appropriate circulation and layout of car parking, and the recommended bicycle parking provision rates.
- A new development must chamfer the corner of the development at the Mollison Street and Victoria Crescent intersection, with no cantilevering at upper levels;
- A new development must provide active frontages towards Mollison Street and Victoria Crescent.

Permit conditions

- A permit to construct a building or construct or carry out works must include conditions that require the widening of Little Nicholson Street to be designed and constructed to the satisfaction of the Responsible Authority.

4.0 Decision guidelines

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The following decision guidelines apply to an application for a permit described at clause 2 of this Schedule which is not generally in accordance with the incorporated plan, in addition to those specified in Clause 43.03 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether the proposed development provides façade articulation;
- Whether the layout and appearance of areas set aside for vehicular access, loading and unloading and the location of any proposed car parking is practicable, safe and supports a pedestrian-oriented design outcome.
- The impact of traffic generated by the development on the capacity of the surrounding road network, including the functionality of the intersection of Mollison Street and Victoria Crescent; and
- Whether the development provides opportunities for active frontages and engaging edges to the public realm through landscaping and/or architectural design features;
- The impact of the design and appearance of the building or works in relation to the surrounding built form and emerging character.

5.0 Preparation of the incorporated plan

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An incorporated plan must include the following requirements:

- Objectives for the future use and development of the site;
- A plan showing:
  - maximum building heights for each area in metres and storeys;
  - setbacks from Little Nicholson Street to enable two-way vehicle movement at street level;
  - upper level separation between the eastern and western part of the proposed building(s);
  - retention of the corner splay (chamfered corner) at the intersection of Mollison Street and Victoria Crescent; and
  - the preferred location of vehicle entry and exit points for the land.

32-68 MOLLISON STREET INCORPORATED PLAN (FEBRUARY 2022)

THE LAND

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

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

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

THE PLAN

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

OBJECTIVES

To ensure that development responds to a mid-rise character along Mollison Street of 5 storeys (23 metres) to 7 storeys (32 metres) behind a lower street wall of 4 storeys (18.4 metres) to 3 storeys (13.8 metres).

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

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

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

PERFORMANCE MEASURES

Building and works and subdivision

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

TABLE 1: BUILDINGS AND WORKS

BULDINGS AND WORKS	REQUIREMENT
Height	Building height in Area A must not exceed 7 storeys or 32 metres (not including a basement), whichever is the lesser. Building height in Area B must not exceed 5 storeysor 23 metres (not including a basement), whichever is the lesser.
Street wall	Street wall height should transition from 3 storeys or 13.8 metres at the western end of the site (Area A) to 4 storeys or 18.4 metres at the eastern end of the site (Area B).
Upper level setback from street wall and northern boundary	Above the street wall and northern boundary wall, upper levels should be setback a minimum of 3 metres from the northern boundary, Mollison Street, Victoria Crescent and Little Nicholson Street. Upper level setbacks above the street wall and northern boundary should be contained within a maximum of two steps (including the

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

TABLE 2: SUBDIVISION

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

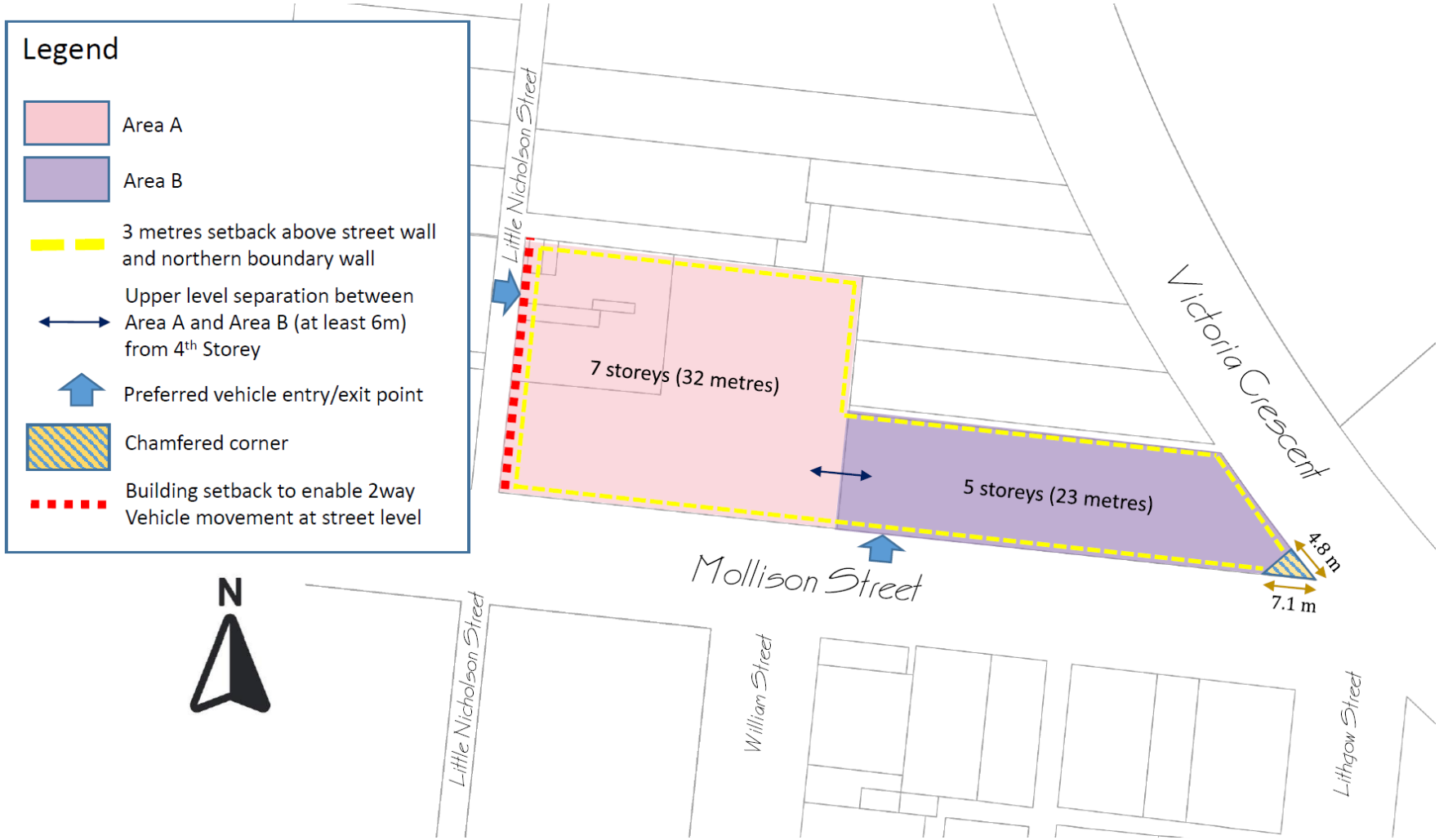
PERMIT APPLICATION REQUIREMENTS

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

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

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

  responds to the access requirements above; and
- detailed engineering drawings for the widening of Little Nicholson Street in accordance with the Plan.

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

Map 1: The Plan