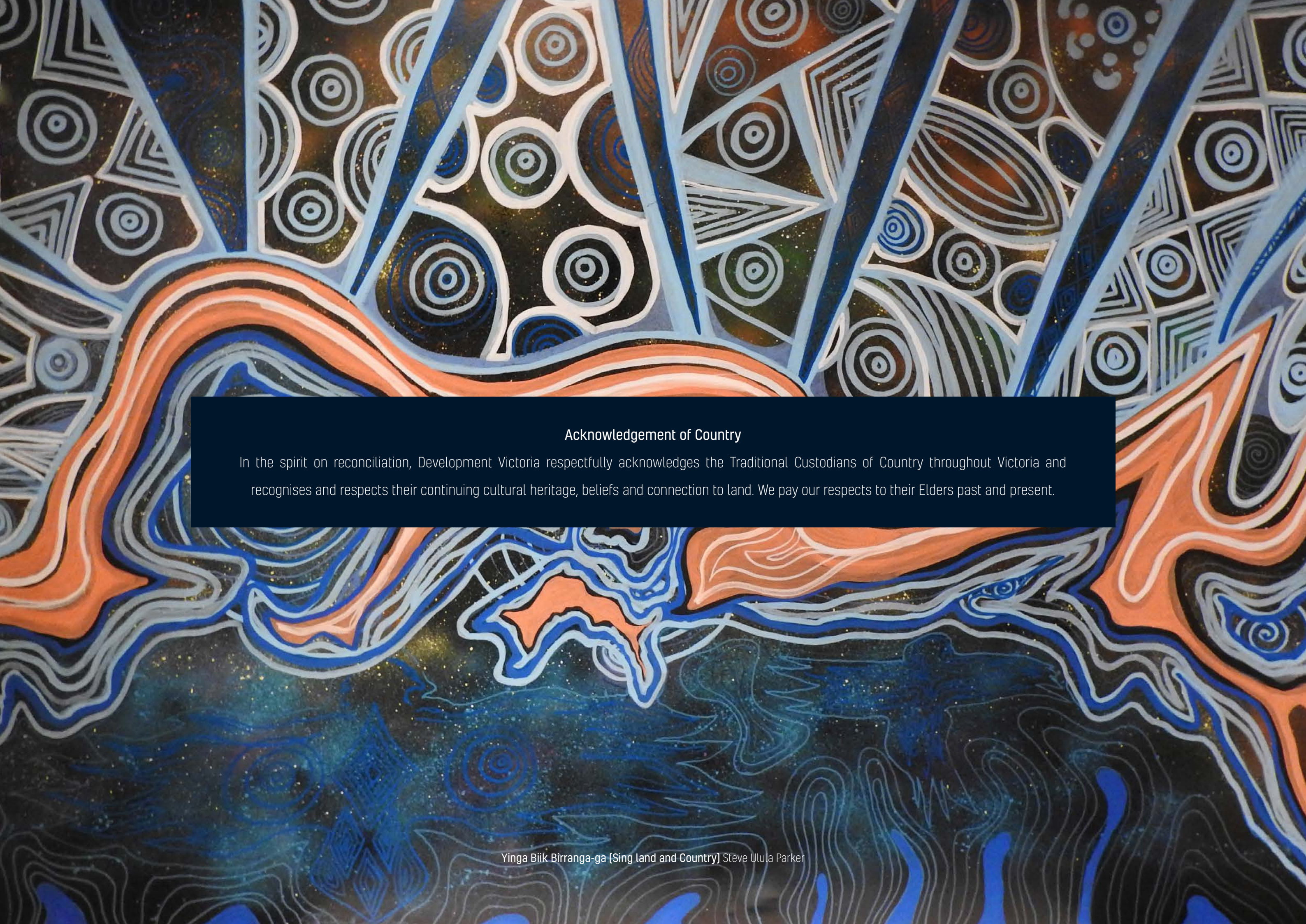


FITZROY GASWORKS

Development Plan

433 Smith Street, North Fitzroy 3068



Acknowledgement of Country

In the spirit of reconciliation, Development Victoria respectfully acknowledges the Traditional Custodians of Country throughout Victoria and recognises and respects their continuing cultural heritage, beliefs and connection to land. We pay our respects to their Elders past and present.

Development Victoria is the Victorian State Government Development agency and master developer for the Fitzroy Gasworks precinct. Development Victoria will play a key ongoing role in delivering the precinct through its own development, and also partnering with the private sector. When partnering with the private sector to deliver, Development Victoria will use Development Agreements and other processes to reinforce the key principles of the Development Plan to ensure the precinct vision is realised on behalf of the State Government and Community.

Contact

Laura Murray Director lmurray@ethosurban.com +61 3 9419 7226

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ABN 13 615 087 931 ACN 615 087 931

Level 8 30 Collins Street VIC 3000

T. +61 3 9419 7226 W. ethosurban.com

CONTENTS

PART 1.0: Introduction	8	PART 5.0: Land Use	37	PART 8.0: Movement	66
1.1 Project Vision	8	5.1 Ground Floor Uses	39	8.1 Pedestrians	67
1.2 Engagement Process	9	5.2 Podium Level Uses	40	8.2 Cycling	68
1.3 Overview	12	5.3 Upper Level Uses	41	8.3 Public Transport	69
		5.4 Cultural Heritage	42	8.4 Private Vehicle Access and Car Parking	70
PART 2.0: Planning Considerations	16	5.5 Community Infrastructure	42	8.5 Service and Emergency Access	72
2.1 Overview	17	5.6 Public Realm	43		
2.2 Planning Zones	18	5.7 Landscape Master Plan	44	PART 9.0: Environmentally Sustainable Design	73
2.3 Planning Overlays	19	5.8 Laneways and Urban Greening	46	9.1 Environmentally Sustainable Design	75
		5.9 Public and Private Open Space	48		
PART 3.0: Context and Site Analysis	23	5.10 Microclimate	49	PART 10.0: Development Plan Requirements	79
3.1 Neighbourhood Context	25				
3.2 Areas of Change	26	PART 6.0: Built Form	52		
3.3 Cultural History	27	6.1 Building Heights and Setbacks	53		
3.4 Traffic, Noise and Amenity	28	6.2 Parcel Visions	58		
PART 4.0: Design Principles	30	PART 7.0: Affordable Housing	61		
4.1 Design Principles	31	7.1 Affordable Housing Strategy	63		
		7.2 Development Response	63		
		7.3 Implementation	64		

Glossary

Term	Definition
Amenity	Physical components of development that provide inherent environmental, social and economic advantages. This can include building quality, provision of services and open spaces and an increased sense of community.
Active Frontage	Refers to a street frontage where there is an active visual engagement between people in the street and those within the building, particularly on the ground floor level.
Affordable Housing	As defined under Section 3 of the Planning and Environment Act 1987, Affordable Housing is “housing, including social housing, that is appropriate for the housing needs of very low, low and moderate income households” . Maximum income bands for each household group are published annually by the State Government. Affordable Housing must be appropriate for a very low, low or moderate income household’s needs, which is established by Governor in Council Order as requiring consideration of a range of matters including housing need, affordability, dwelling type, tenure, location, allocation, integration and longevity of benefit.
Affordable Housing Report	Refers to a report to be submitted by an Applicant that addresses how a proposal meets the Affordable Housing objectives and aligns to the Development Plan.
Built Form	A physical description of a development that can include building mass and height, cohesiveness with surrounding character, setbacks, fencing and parking structures.
Communal Area	An area within a private site providing for informal recreation activities for common use by building occupants and, in some cases, visitors. It is distinct from private open space.
Development Plan Site	Refers to the area of land bounded by Alexandra Parade, Queens Parade, Smith Street and George Street that is subject to the requirements of DPO16.
DPO16	Yarra Planning Scheme, Clause 43.04 - Development Plan Overlay, Schedule 16: 111 Queens Parade and 433 Smith Street, Fitzroy North [former Fitzroy Gasworks].
Dwelling Diversity	Refers to the different types of residential dwellings that are provided as part of the development. Specific to the Fitzroy Gasworks Development, dwelling diversity refers to apartments of differing sizes (e.g. 1, 2 & 3 bedrooms).
Environmentally Sustainable Design	Components of a development that reduce negative impacts on the environment, improve the health and comfort of building occupants as well as overall building performance.
Equivalent Value	Equivalent value refers to the value that is equal to or greater than the contribution the landowner would otherwise make if 20 per cent of dwellings were provided as Moderate Affordable Housing.
Eligible Household	An Eligible Household is a household whose gross annual income by household type is within the Affordable Housing income ranges as prescribed under Section 3AB of the Planning and Environment Act 1987 (P&E Act) from time to time, with reference to their family status at the point of dwelling allocation (sale or rent).
Family Friendly Housing	Housing that is suitable for households with one or two adults and child(ren) and comprises of two or more bedrooms.
FGW	Fitzroy Gasworks.
Public Open Space	Under the Subdivision Act 1988 - SECT 18, public open space is intended as a place of public resort or recreation. A public open space may be provided as a plaza, park and square.
Public Realm	Spaces that are open to the public including parks, plazas, footpaths and roads.
Registered Housing Agency	A not-for-profit charitable organisation regulated by the Victorian Housing Registrar with a purpose to own, manage and/or develop affordable rental housing. An organisation may be registered as a Housing Association or a Housing Provider.
Setbacks	Refers to the distance that a building is constructed from either a front, side or rear boundary. Building setbacks can also be implemented in upper levels of multi-storey developments.
School Site	The north-western portion of the Development Plan Site that is owned by the Department of Education and Training and which is to be developed by the Victorian School Building Authority.
Social Housing	Social Housing is housing owned and/or managed by the State Government (public housing) or a Registered Housing Agency where the dwelling is allocated to households that meet the Victorian Housing Register eligibility requirements.
SRI	Solar Reflectance Index.
Victorian Housing Register	The Victorian Housing Register is a register of households that have applied for Social Housing in Victoria. Income and asset tests apply.

Not in Use

Fitzroy Gasworks will be a whole of government approach to Urban Renewal, delivering an integrated, sustainable and thriving urban village that showcases the revitalisation of a strategic inner-city site for a growing Melbourne.



Development Plan Response

Part 1.0 Introduction

1.1 Vision

This Development Plan applies to land known as the former Fitzroy Gasworks (FGW) at 111 Queens Parade, and 433 Smith Street, Fitzroy North (Crown Allotments A5, A7 and 2025, Parish Jika Jika, County of Bourke). The FGW site is an important part of Fitzroy North's industrial and social heritage. The four hectare site is bounded by Queens Parade to the north, Smith Street to the east, Alexandra Parade to the south and George Street to the west.

The site is of both state and local significance, presenting as an opportunity to direct urban housing growth to a location with high levels of amenity and access to public transport and surrounding activity centres. At a local level, the site currently exists as a 'blockage' in the urban fabric. The redevelopment and renewal of the site will provide an opportunity to establish links to missing connections, open space and a safe and welcoming environment. The general vision and intent of the DP will be adhered to however may be further updated and refined by more detailed submissions at time of planning application lodgment based on the market and learnings at the time.

The revitalisation of the precinct will include:

- Approximately 1,200 apartments, 20 per cent of which will be Affordable Housing.
- Flexible spaces at ground level, capable of accommodating Disability Accommodation (SDA), commercial, office and community uses.
- A community facility to be developed in consultation with Council.
- Most long term car parking to be located underground.
- Two bicycle spaces per dwelling.
- 8% per cent of the site to be offered as public open space, with additional communal open space associated with residential development.
- A comprehensive suite of sustainable development features.
- Valve House to be retained and enhanced.

Additional elements will be implemented through separate approval processes:

- A 650-student senior high school campus is being built for Collingwood College and Fitzroy High School, scheduled to open Term 1, 2022.
- A six-court sports facility integrated with the school that caters for a range of sports.
- Planning an accessible tram stop on Smith Street.
- A new pedestrian crossing and traffic management works on Queens Parade.
- Relocation and restoration of the Porter Iron Store.

1.2 Engagement Process

The preparation of this Development Plan has been supported by extensive engagement that has taken place since the inception of the project in 2016.

1.2.1 Community Reference Group

In 2017, a Community Reference Group (CRG) was established with members from a variety of local interest groups. The CRG has played a key role providing input into the formulation of the masterplan and development plan for the site. It is expected that the CRG will continue to play an important role through the life of the development.

1.2.2 Referral Authorities

In preparing the Development Plan, Development Victoria has engaged heavily with numerous referral authorities including, Department of Transport, City of Yarra, Heritage Victoria, Department of Environment, Land, Water and Planning, Melbourne Water, Yarra Trams and the Department of Education and Training.

1.2.3 Community Engagement (2016)

In 2016, the initial vision for the Fitzroy Gasworks Site was taken out to the community, where they were given the opportunity to provide important feedback on the planning process. Key themes emerging from this initial round of engagement included:

- Recreation and open space
- Built form and land use mix
- Community facilities and amenity
- Transport and permeability
- Heritage
- Environment
- Planning and engagement processes

1.2.4 Community Engagement (2017)

In response to the exhibition of the draft Master Plan in 2017, the following feedback was received from the community:

- Community members regard open space as crucial to the future design. They would like opportunities for recreation.
- Concerns were heard relating to density and over development. Community members would like to see the height of buildings restricted to keep with the character of the local area.
- Active transport is highly valued by community members. Engagement participants have strongly advocated for a design that facilitates walking and cycling. There is a desire to see the design connect with existing public transport.
- The proposed community facilities and spaces are valued by community members. Aged care/supporting living and childcare/kindergarten were most frequently cited as 'essential' or 'important' in survey results.



02 2019 COMMUNITY ENGAGEMENT

1.2.5 Draft Development Plan Engagement (2019)

In October 2019, community feedback was provided for the draft Development Plan via an online survey, pop-up information sessions, and two drop-in sessions. Key findings included:

- A need for careful consideration of parking provisions to both manage impacts on surrounding residential areas and to increase active transport use.
- A desire to see strong connections between existing communities and public spaces to the site with participants recognising the challenges associated with the site being bounded by major road networks.
- Public art is considered a key opportunity to activate the site and to be considered in the future use of the Valve House.
- Height and building mass are a concern for some local residents and the impact it will have on the existing neighbourhood character, however many participants were in support of the building heights having been reduced from what was presented as part of the initial concept plans for the site in 2017.
- Much support was received for the increase and design of the public open space to allow greater use by the broader community.





1.3 Overview

This Development Plan has been prepared in accordance with the requirements of Development Plan Overlay - Schedule 16 (DPO16) encompassed by the Yarra Planning Scheme. The document sets out the overall vision and addresses the key requirements of DPO16. At a high level, the Development Plan responds to the following requirements:

1.3.1 Development of a Mixed-Use Precinct

The proposed land use mix will consist of both residential and flexible Specialist Disability Accommodation (SDA), commercial and community uses, to ensure the creation of a vibrant mixed-use precinct that offers a variety of housing typologies, community facilities and opportunities for open space.

1.3.2 Responding to the Significance of Queens and Alexandra Parade

Development will ensure that the appropriate consideration is given to existing built form and vegetation that contribute to the heritage and character significance of Queens Parade and Alexandra Parade. This will include the stepping back of built form from the boundary line, as well as heights that vary to avoid creating a dominant wall of development. Active land uses will front both Queen Parade and Alexandra Parade to ensure that the pedestrian amenity and transparency of the ground level interface enhances the significance of both boulevards.

1.3.3 Enhancing Public Transport and Pedestrian Amenity on Smith Street

The development plans to include a new tram stop adjacent to the site entry along the Smith Street corridor to encourage use of existing tram services in connection with the development.

Proposed works in Smith Street and Queens Parade sit outside the Development Plan Overlay and will be subject to separate community engagement and approval processes.

1.3.4 Create Useable and Safe Public Spaces and Pedestrian Links

A network of public and private open spaces across the precinct, connected by internal pedestrian pathways will guarantee useable, safe and accessible public spaces that will meet local needs and improve overall resident amenity and usability. Key pedestrian routes and integrated bicycle parking and additional on-road bicycle parks situated along internal roads will ensure that pedestrian and bicycle access into and through the precinct will support the proposed development and integrate activity with the surrounding neighbourhoods.

1.3.5 Provision of Affordable Housing

The Development Plan stipulates that 20% of dwellings (or equivalent) will be Affordable Housing. In response to the high and growing percentage of lone-person and couple without children households across the City of Yarra, a mix of studios, 1, 2 and 3 bedroom dwellings should be provided. This dwelling mix would be expected to cater towards a diversity of household structures including singles, couples, small families and share houses.

1.3.6 Community Infrastructure

The development will include a dedicated space for community infrastructure and other associated uses. Located immediately adjacent to the school site, this space will enable additional community infrastructure to be delivered as part of this proposed development. It will also ensure that any associated community

uses complement the adjoining indoor sports courts and educational facility.

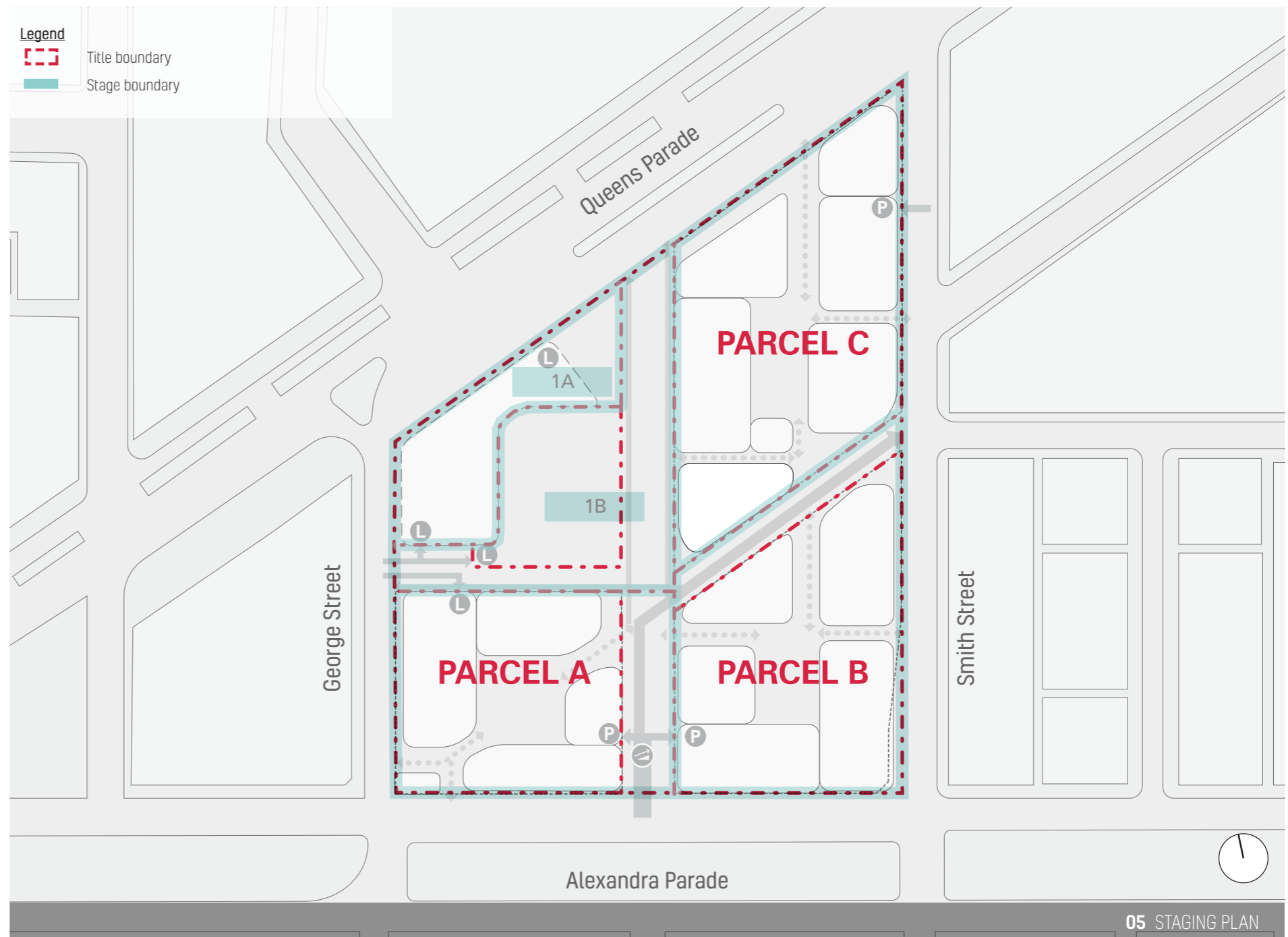
1.3.7 Sustainable Design

The development will include a number of key sustainable design features that aim to address water management, solar access and energy saving. These features will allow for any future development to achieve a fully certified 6 Star Green Star Communities rating.

1.3.8 Development Staging

The site will be delivered by a variety of parties over time. The approach to staging is to build the infrastructure and open space required at each stage up front in order to ensure each stage is able to be completed and operate without reliance on subsequent stages.

One or more planning applications / consents may be required to secure the required approvals for the one parcel / development staging.



Not in Use





Development Plan Response

Part 2.0 Planning Considerations

2.1 Overview

This Development Plan has been prepared in accordance with the requirements of Schedule 16 to the Development Plan Overlay within the Yarra Planning Scheme (DPO16).

This plan outlines an overarching master plan and design framework that will guide future development of the Fitzroy Gasworks site. Any future permit applications may slightly deviate from the DP. Where this is the case, expert reports will be provided to set out how the proposed deviation from the DP will not compromise the delivery of the DP Vision captured under 1.1 and 1.3 respectively. The document provides a guidance for future landowners and other stakeholders about the land uses, built form, landscaping, movement and infrastructure required on the site. This plan addresses the requirements of DPO16 in relation to;

- Development plan components; Site design and land use, Built form; and Movement.

This Development Plan has been informed by background documents that were prepared in accordance with DPO16:

- Community Engagement Strategy.
- Site Analysis and Design Response.
- Planning Report.
- Heritage Assessment.
- Landscape and Public Realm.
- Integrated Transport Plan.
- Environmentally Sustainable Design Strategy.
- Community Needs Assessment.
- Services and Infrastructure Plan.
- Stormwater and Flooding Management Strategy.
- Dwelling Diversity and Affordable Housing Report.



2.2 Planning Zones

This section provides a summary of the Planning Zones and Overlays that apply to the Fitzroy Gasworks site.

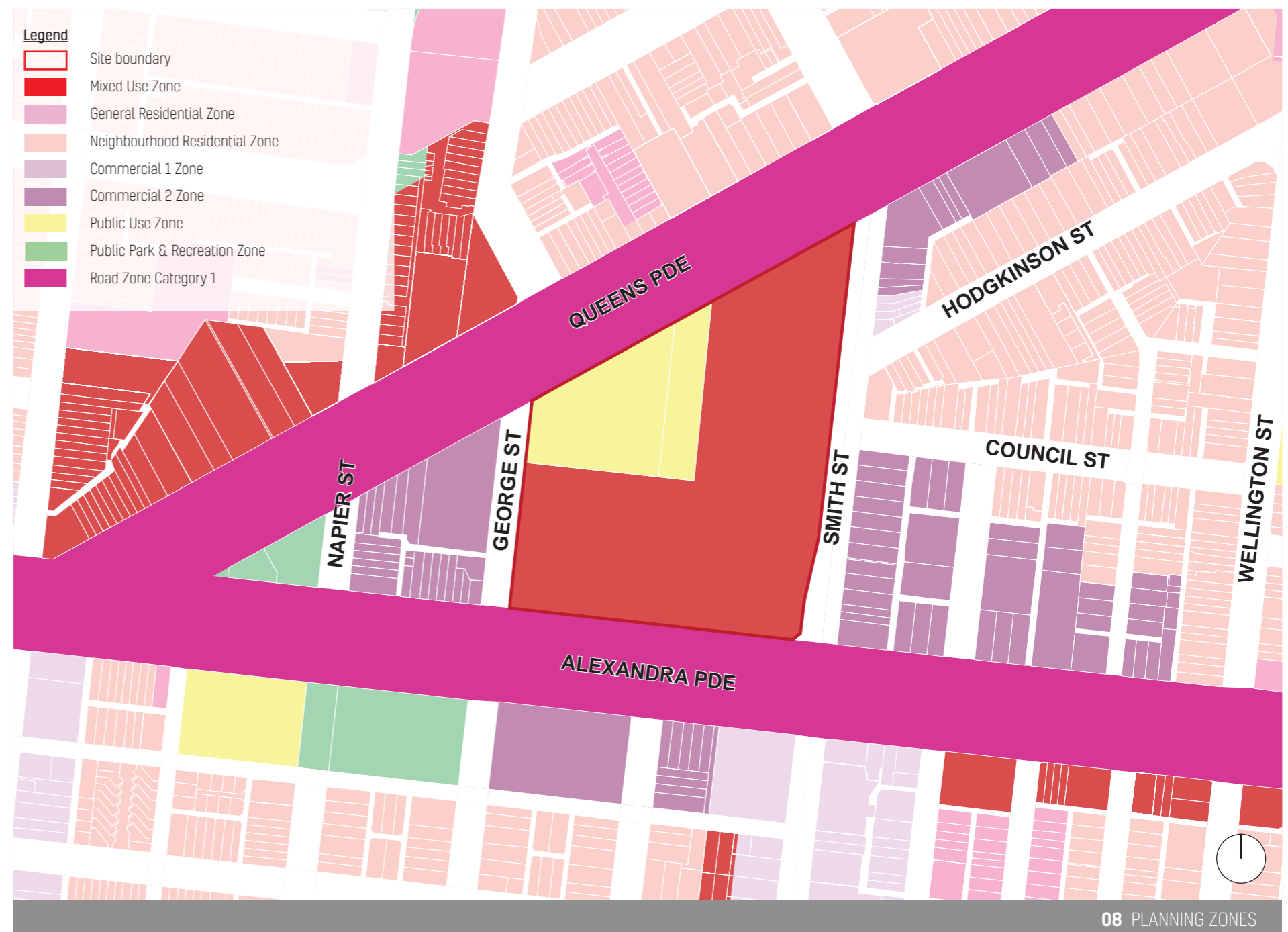
2.1.1 Mixed Use Zone (MUZ)

The MUZ provides for a range of residential, commercial, industrial and other uses which complement the mixed-use function of the locality, as well as providing for housing at higher densities. The zone also encourages development that responds to the existing or preferred neighbourhood character of the area. The MUZ applies to south western, south, eastern and north-eastern parts of the subject site.

2.1.2 Public Use Zone - Schedule 2 (PUZ2)

The PUZ2 recognises public land use for public utility and community services and facilities. PUZ2 outlines the intent of the land to be used for the purposes of education.

The PUZ2 applies to the north-western portion of the site and is the location for the development of the recently constructed school.



2.3 Planning Overlays

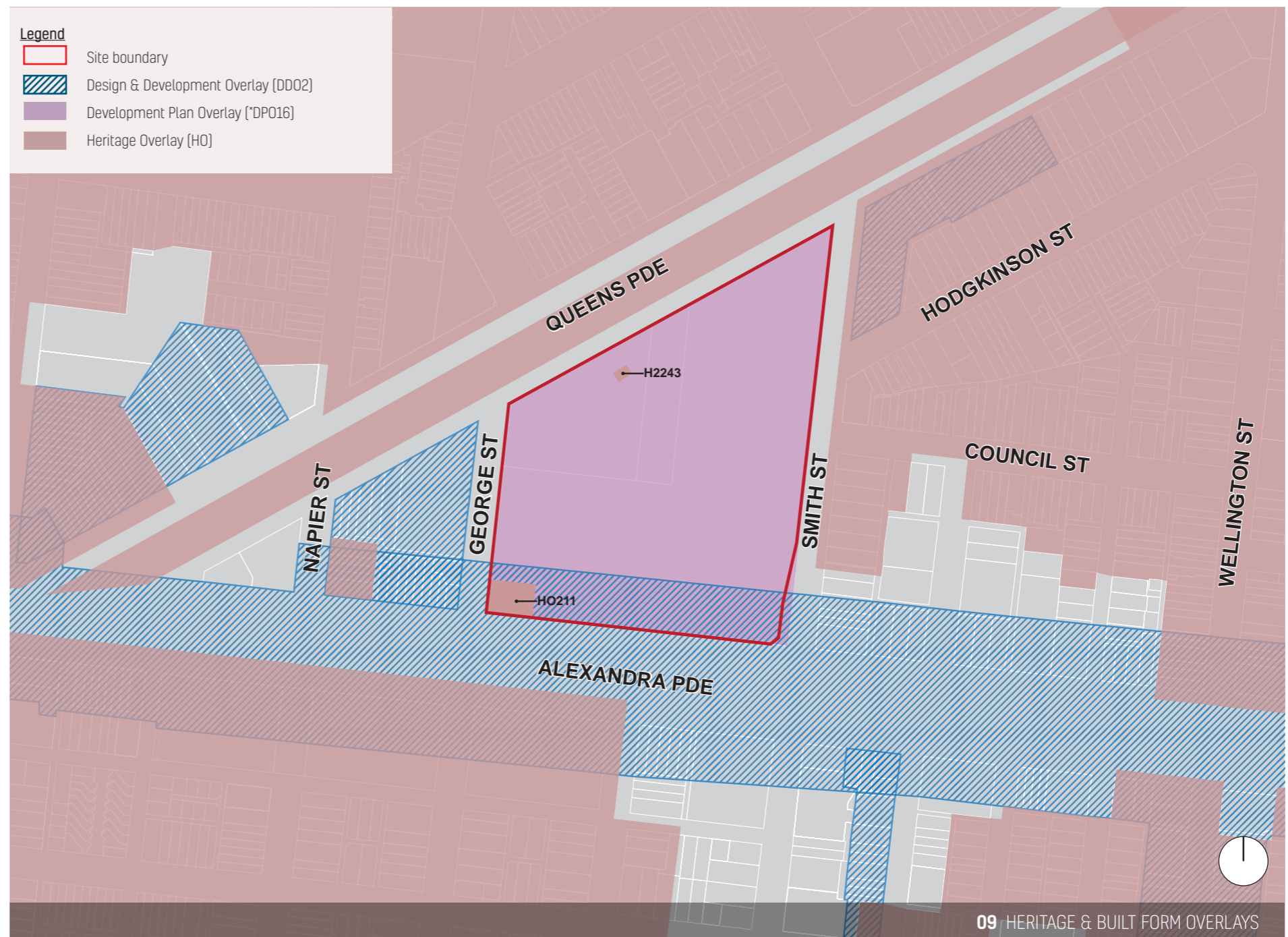
2.3.1 Heritage Overlay (HO)

The HO seeks to conserve and enhance heritage places of natural or cultural significance. It also ensures that development does not adversely affect the significance of heritage places.

Schedule HO211 identifies the Former Fitzroy Gasworks Valve House and Store, including an incorporated plan under the provisions of Clause 43.01. Work is underway to update the Planning Scheme to remove reference to the “Store” (H2243) as this has since been removed from the site.

2.3.2 Design and Development Overlay - Schedule 2 (DDO2)

DDO2 applies along the southern boundary of the site, along Alexandra Parade. This overlay seeks to recognise the importance of main roads to the image of the City and to retain existing streetscapes and places of cultural heritage significance and encourage retention of historic buildings and features which contribute to their identity.



2.3.3 Environmental Audit Overlay (EAO)

The EAO applies to the whole site. This overlay seeks to ensure that potentially contaminated land is suitable for a use which could be significantly adversely affected by any contamination. Site decontamination is currently underway, and will be completed prior to the development of any sensitive uses on site.

Remediation will require excavation and removal of soil to a depth of up to 10 metres in some areas of the site. Excavation works will be conducted via a staged approach, across the entire site. An estimated 50,000m³ of gasworks impacted materials will be removed from the site. Remediation works are ongoing and will be completed prior to construction.

2.3.4 Special Building Overlay (SBO)

The SBO applies to the western and southern boundaries of the site. This overlay seeks to identify land in urban areas susceptible to inundation by overland flows from the urban drainage system as determined by, or in consultation with, the floodplain management authority. The SBO also ensures that development maintains the free passage and temporary storage of flood-waters, minimises flood damage, is compatible with the flood hazard and local drainage conditions and will not cause any significant rise in flood level or flow velocity.

Floor and basement levels of proposed buildings will need to be designed to respond to flooding. Details of floor levels (AHD) and indicative cross sectional details will need to be provided as part of the detailed design at Planning Permit Stage.



2.3.5 Development Plan Overlay - Schedule 16 (DPO16)

DPO16 sets out the requirements of this Development Plan and its relevant background documents. The Summary table in Part 10.0 Development Plan Requirements outlines each of the requirements and explains how the plan and documents address them. Overall, the components of this Development Plan as required by DPO16 are to:

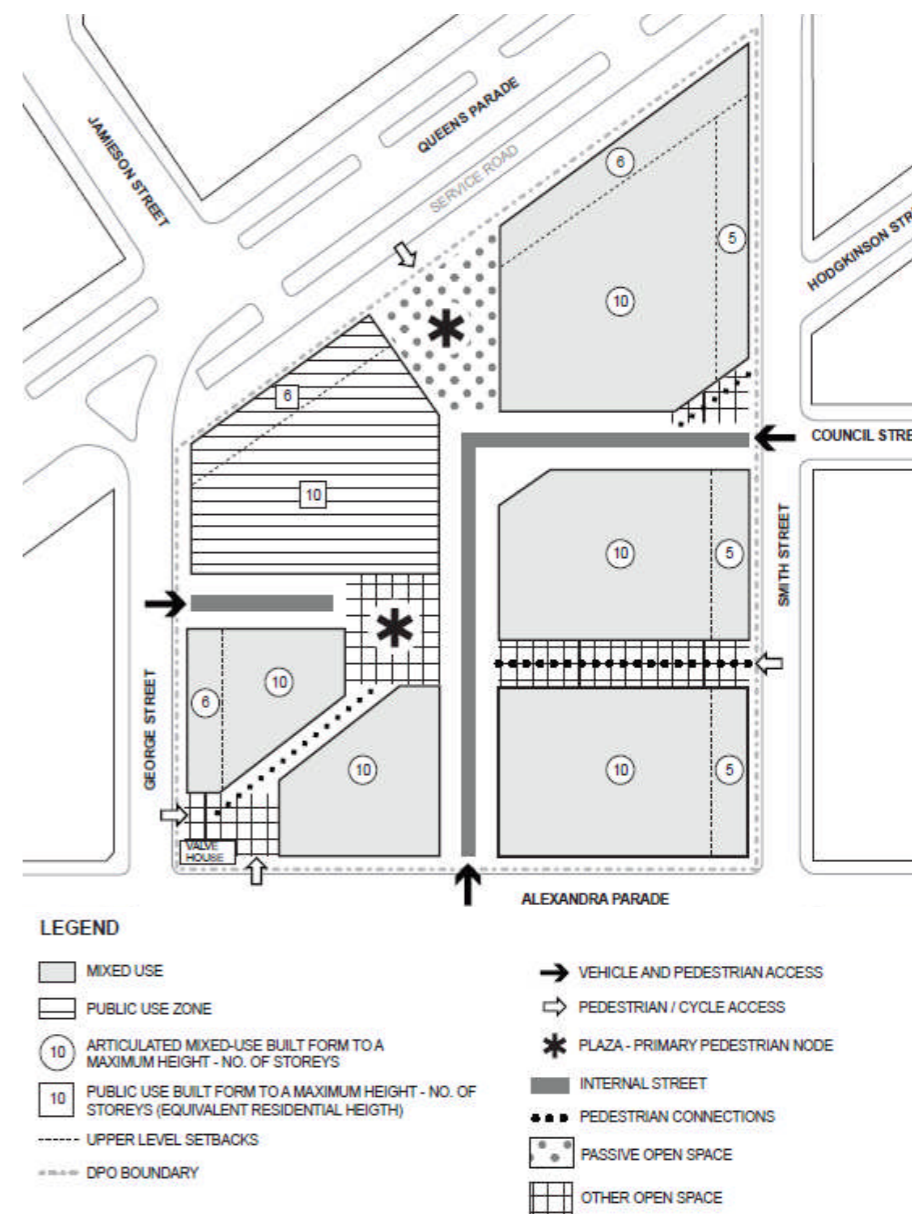
- Develop a mixed use precinct comprising a variety of housing types, community facilities and public open space.
- Respond to the significance of Queens Parade and Alexandra Parade with built form that considers the design, height and visual bulk of the development in relation to surrounding land uses and developments and contributes to their significance as formal boulevards. It is noted that DPO16 requires the Development Plan to be 'generally in accordance with the building height and setback requirements outlined within the schedule.
- Address Smith Street to strongly encourage the use of tram services in connection with development of the site, and to contribute to the streetscape character and vitality of the activity strip along the length of Smith Street.
- Create useable, safe and accessible public spaces to meet local needs and improve resident amenity and usability.
- Create pedestrian and bicycle access into and through the precinct to support its development and integrate activity in the area with surrounding neighbourhoods.
- Provide a range of dwelling types to cater for a variety of housing needs including the provision of 20% of dwellings as Affordable Housing (as defined at section 3AA of the Planning and Environment Act 1987).
- Provide community infrastructure to service the needs of the local area ensuring they compliment the adjoining proposed

indoor sports courts and integration of the site with the adjoining proposed education facility.

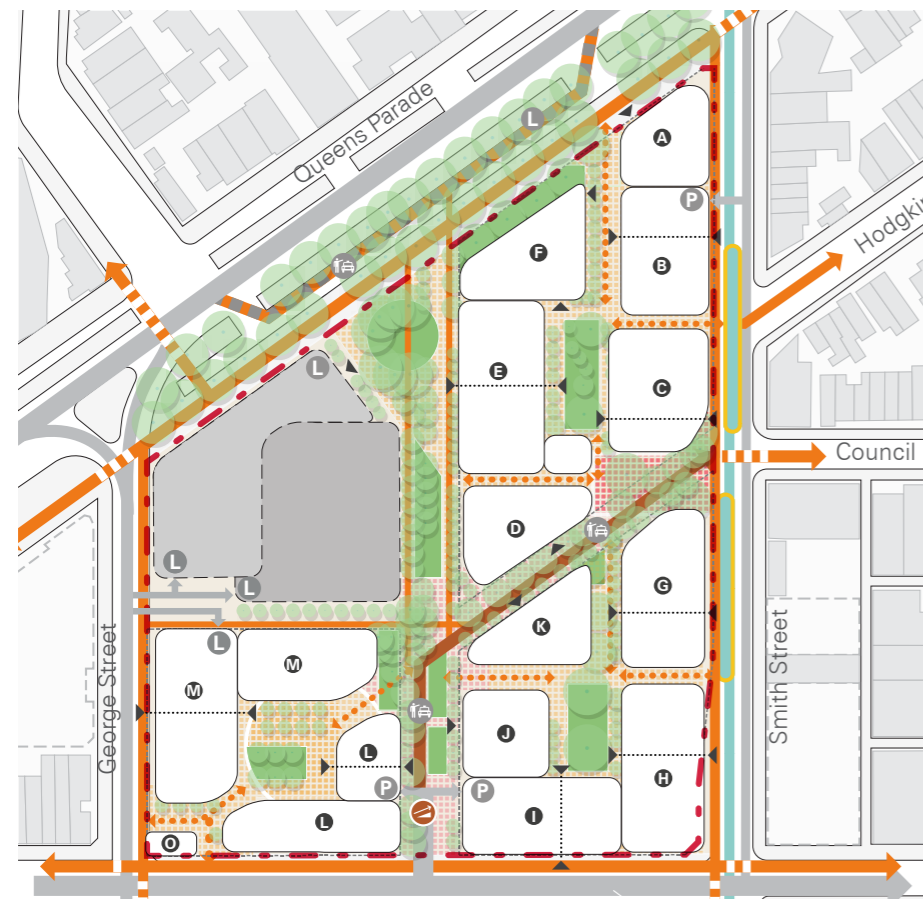
- Incorporate sustainable design features to address water management, solar access and innovative energy saving initiatives.

The following sections of this Development Plan demonstrate how these requirements will be met. For a full list of all DPO16 requirements, refer to the DPO16 Requirements Summary Table at the end of the document.

The Concept Plan located at Clause 3.0 of DPO16 is shown in Figure 11. The design of the Development Plan has evolved to respond to this Concept Plan, as outlined in Figure 12. Full details of the design response are provided in the following sections of this Development Plan.



11 DEVELOPMENT PLAN - SCHEDULE 16 MAP



- Legend**
- | | |
|---------------------------|-----------------------------------|
| A Building | Pedestrian route |
| L Loading | Crossing |
| Drop off | Laneway open to the sky |
| Level change (ramp) | Pedestrian arcade |
| Tram [86] | Entry to consolidated car parking |
| Planned tram stop | Plaza |
| Shared street | Green space |
| Restricted Vehicle access | School |
| Vehicle access | Future sports building |

Development Plan Response

Part 3.0 Context and Site Analysis





3.1 Neighbourhood Context

3.1.1 Neighbourhood Features

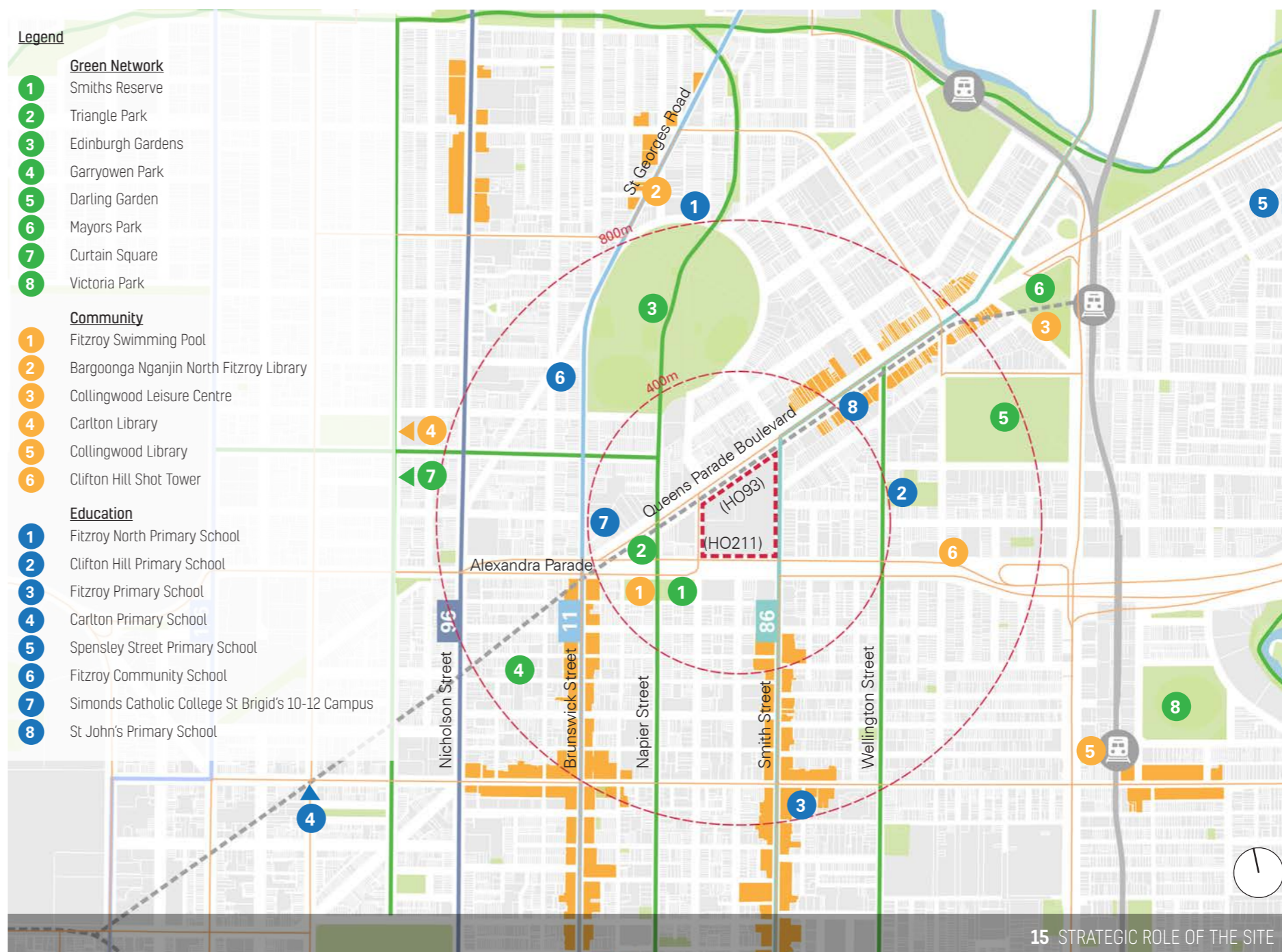
The site is located in a high-amenity area at the intersection of Fitzroy, Collingwood, Fitzroy North and Clifton Hill. Within a 800m walking radius, the site has four primary schools, and one year 10-12 campus. The site is within easy walking distance to the major parks such as Edinburgh Gardens and its associated facilities. It is also close to the Fitzroy Pool and Bargoonga Nganjin North Fitzroy Library. The site benefits from its proximity to the well-established shopping and hospitality neighbourhood centres of Smith Street, Brunswick Street, St Georges Road and Queens Parade.

3.1.2 Built Form and Heritage Context

The site is located in a rich and fine-grain urban context, with a variety of building typologies and building heights in the surroundings areas. Queens Parade Boulevard (HO93) creates a significant heritage interface at the northern boundary of the site, notable for its established street trees and diversity of architecture. This heritage context is further strengthened by the emporium character of Smith Street and a number of 20th Century brick warehouses located close to the site. The Fitzroy Gasworks Valve House (HO211) is located within the site, and the Clifton Hill Shot Tower is a local landmark in the vicinity of Fitzroy Gasworks.

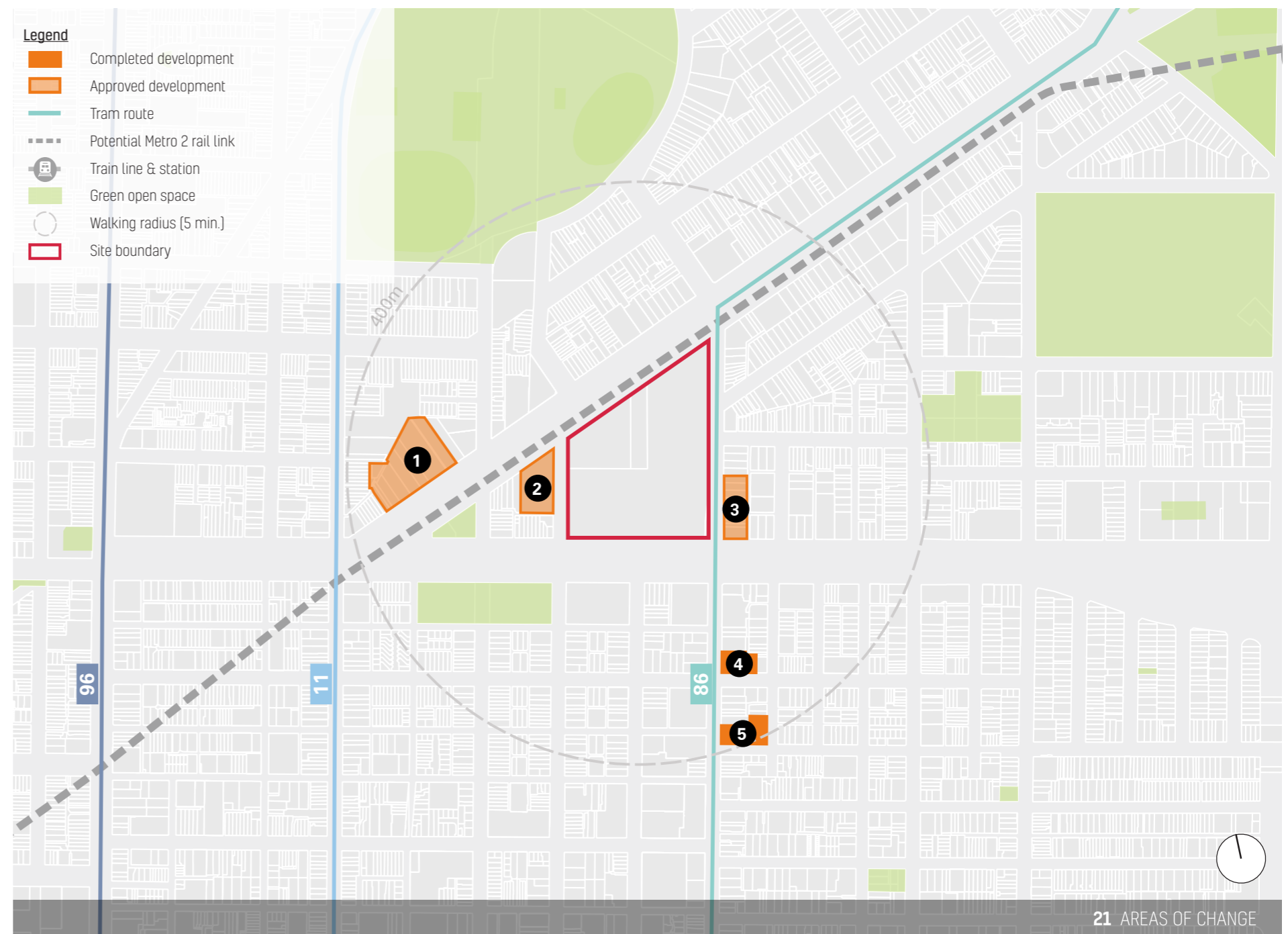
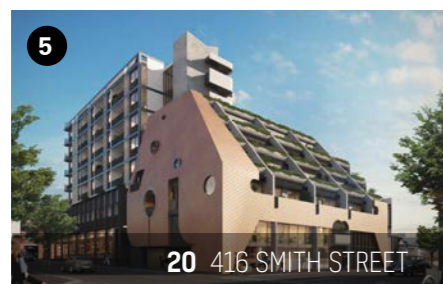
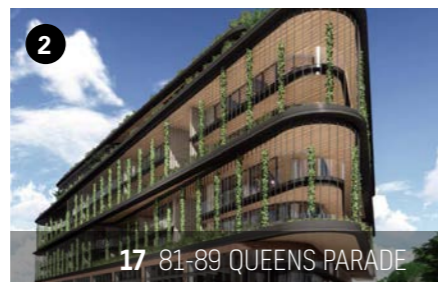
3.1.3 Transport

The site is located in an active and public transport rich area. It is close to two major cycling corridors - along Napier and Wellington Streets. Whilst not in walking distance of a train station, it is close to tram 86 (Smith Street), tram 11 (Brunswick Street) and tram 96 (Nicholson Street). Whilst the site has a rich range of destinations within walking distance, the immediate vicinity of the site is dominated by major roads, such as Alexandra Parade, creating a barrier for pedestrians.



3.2 Areas of Change

While the surrounding neighbourhoods are generally characterised as fine-grain heritage built form, in recent years new development has occurred on larger sites, such as new apartment buildings at 416 and 450 Smith Street. Several large sites within 400m of the site have received planning approval to redevelop. 25-58 Queens Parade has a permit for three apartment buildings of up to 10 storeys in height. Developments have also been approved for 81-89 Queens Parade and The Foundry (600 Smith Street) immediately adjacent to the site. They both comprise a mix of uses - each proposing a supermarket, hospitality and office. Other large sites have the potential to be redeveloped in the near future, such as Fye's Storage to the south of the site.

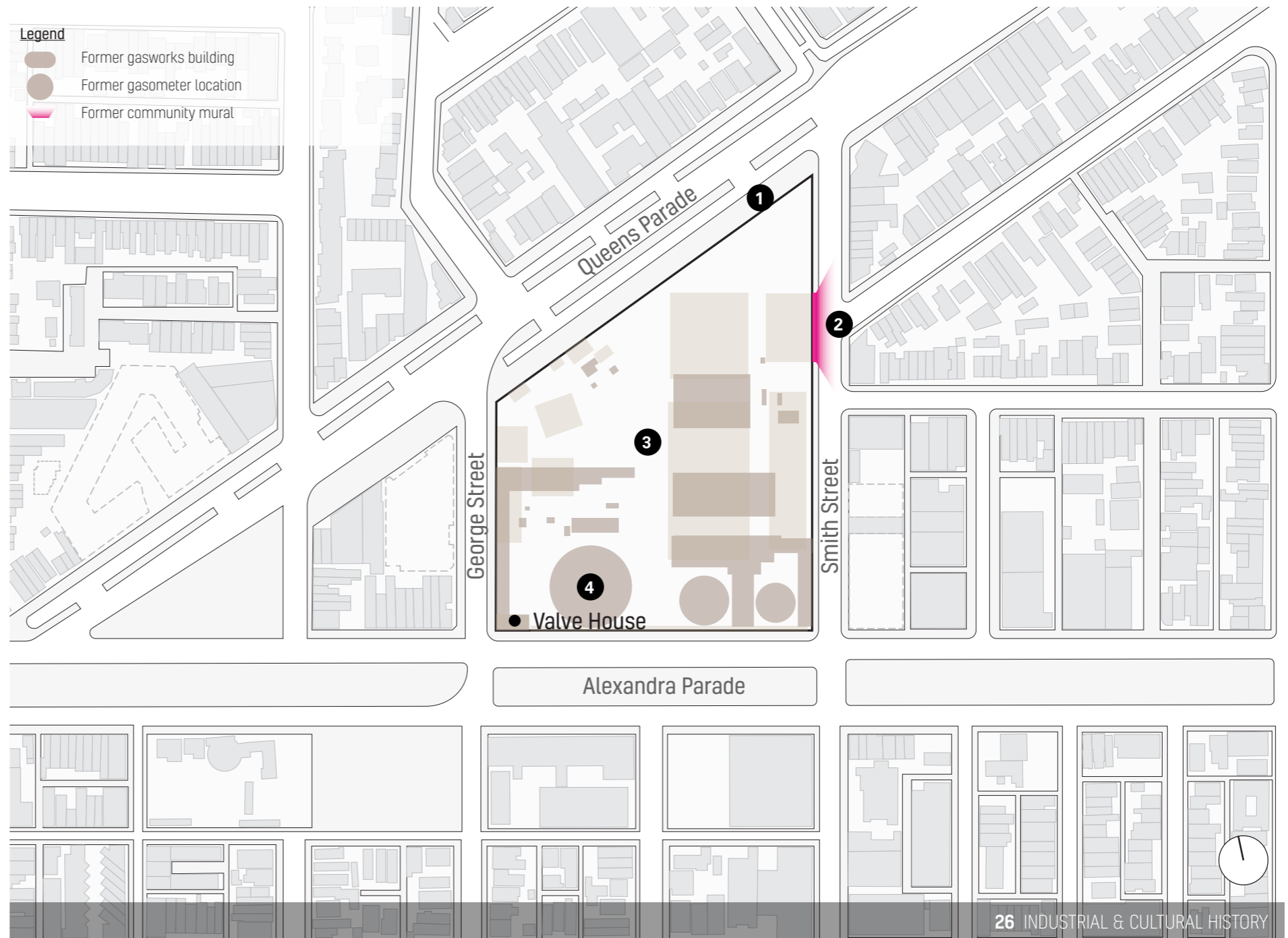


3.3 Cultural History

The traditional owners of the site are the Wurundjeri people of the Kulin Nation, who have an ongoing and living connection to the country on which the site is situated.

The former gasworks on the site was established in 1860 and was an important part of Melbourne’s gas infrastructure. Gas production ceased in 1927, with the three large gasometers remaining local landmarks. These were demolished following conversion to natural gas in the 1970s. As part of remediation works the Fitzroy Gasworks Valve House (HO211) was retained on site, while the former Porter Shed was relocated to Fairfield Park.

In 1986, Eve Glenn and Megan Evans painted the feminist mural *Bomboniere to Barbed Wire* on a Smith Street building facing Hodgkinson Street. It remained a local landmark until the 2010s when it was severely defaced by vandals. The building and mural were ultimately demolished during remediation works.



26 INDUSTRIAL & CULTURAL HISTORY

3.4 Traffic, Noise and Amenity

The site acts as an ‘island’ between the major roads of Alexandra Parade, Smith Street, Queens Parade and George Street. These streets are currently dominated by cars, with narrow footpaths, few street trees and low amenity pedestrian crossings.

The Better Apartment Design Standards (BADS) defines a building to be within a ‘noise influence area’ if it is within 300m of a freeway or tollway, or 300m of another road that is carrying 40,000 Annual Average Daily Traffic Volume. Buildings within this area typically require an acoustic report and should mitigate noise through the design. In 2019 the streets surrounding the site had the following Annual Average Daily Traffic Volumes:

- Alexandra Parade: 65,000.
- Smith Street: 7,200.
- Queens Parade: 13,000.
- George Street: 17,000.

Only Alexandra Parade meets the BADS definition of a ‘noise influence area’, however the entire site falls within 300 metres and therefore noise mitigation is a consideration throughout.







Development Plan Response

Part 4.0 Design Principles

4.1 Design Principles

A number of design principles have informed the design concepts that underpin the development plan. The community engagement process played an important role in identifying and refining these principles. The principles set out below are indicative and design responses are subject to further testing at the planning permit application stage.

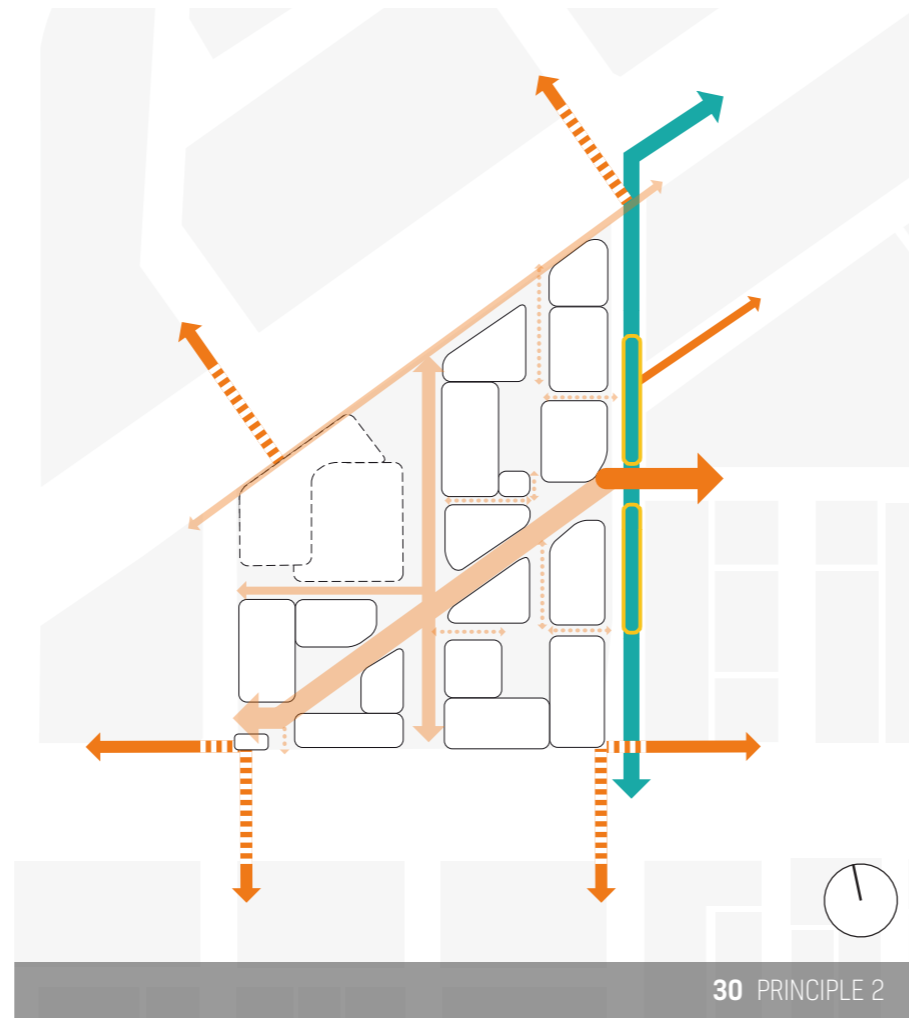
4.1.1 Context



Speak the local language in terms of built form, materiality and uses. A materials palette that is suited to the local character and context will be used across the precinct.

Legend

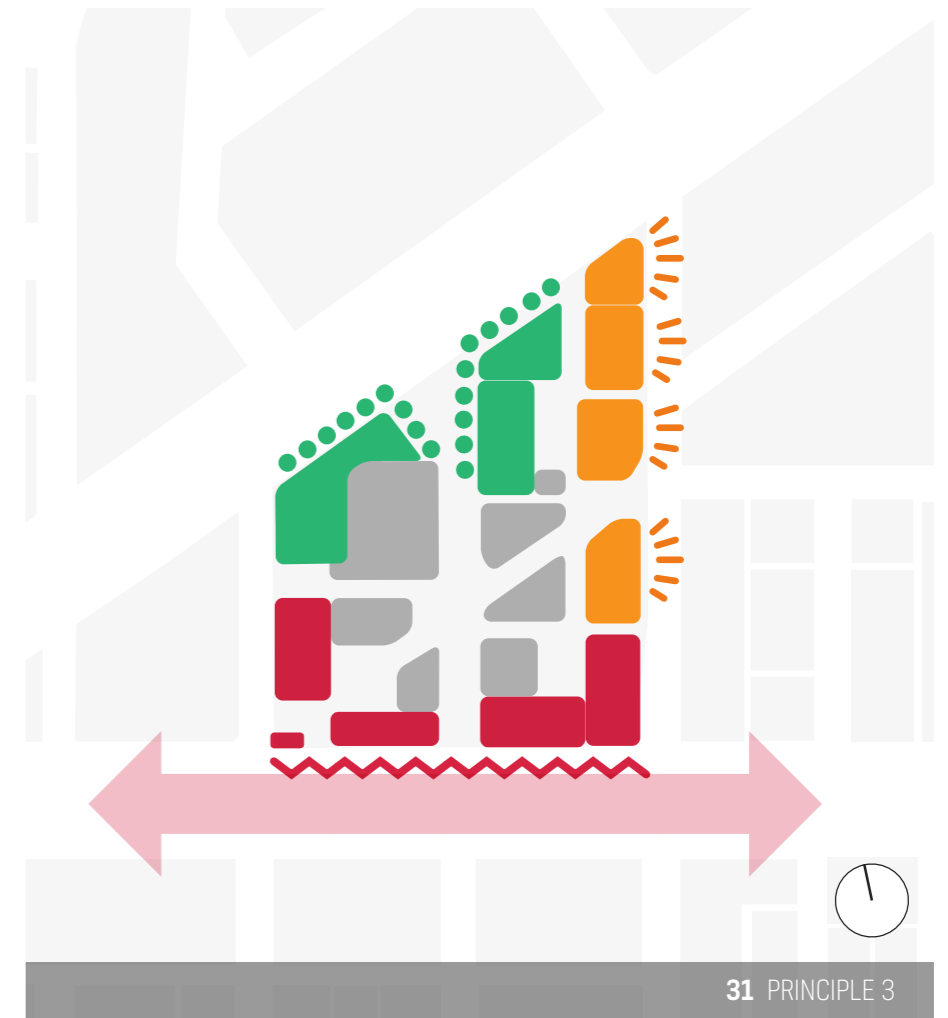
- School and Sports
- Village relating to Clifton Hill
- Village relating to Fitzroy
- Village relating to Collingwood



Create high-quality pedestrian and tram links that stitch into the surrounding community.

Legend

- Tram stop
- Pedestrian crossing
- Pedestrian connection
- Pedestrian priority street

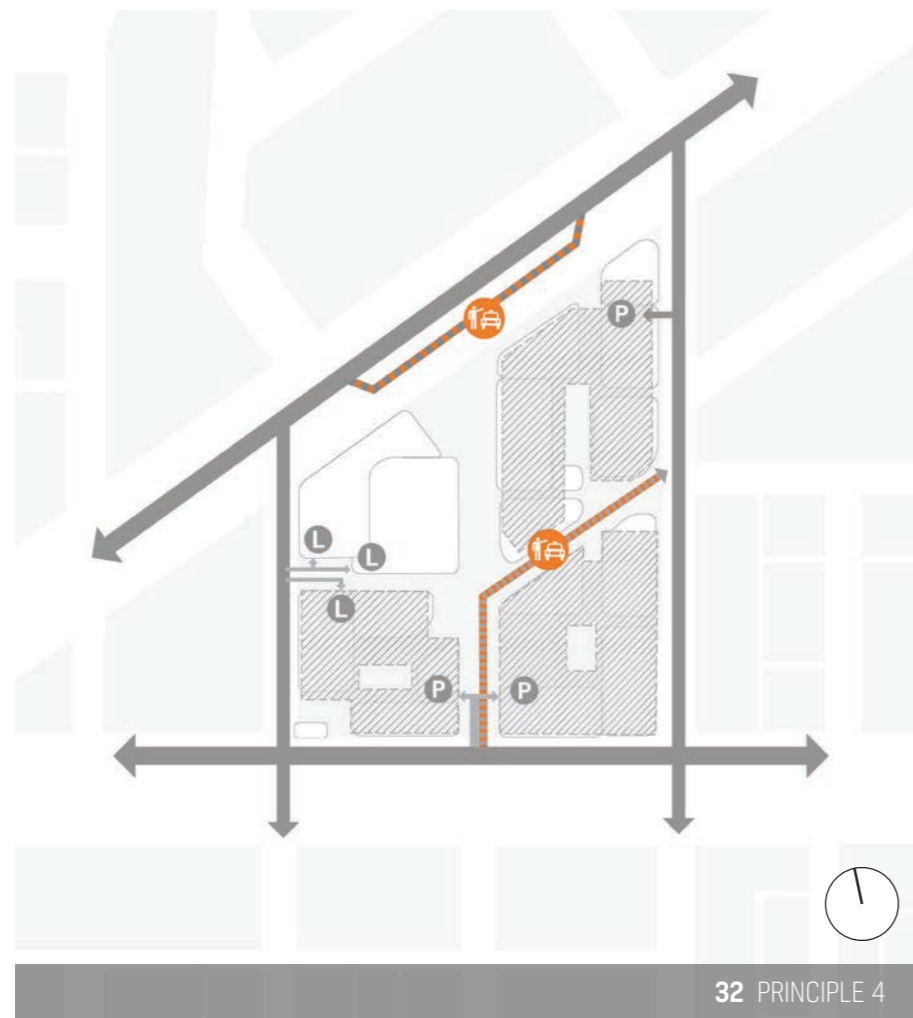


Respond to the local amenity conditions, such as the noise from surrounding streets.

Legend

- Queens Parade green interface
- Manage noise on Victoria Street
- Minimise tram noise on Smith Street

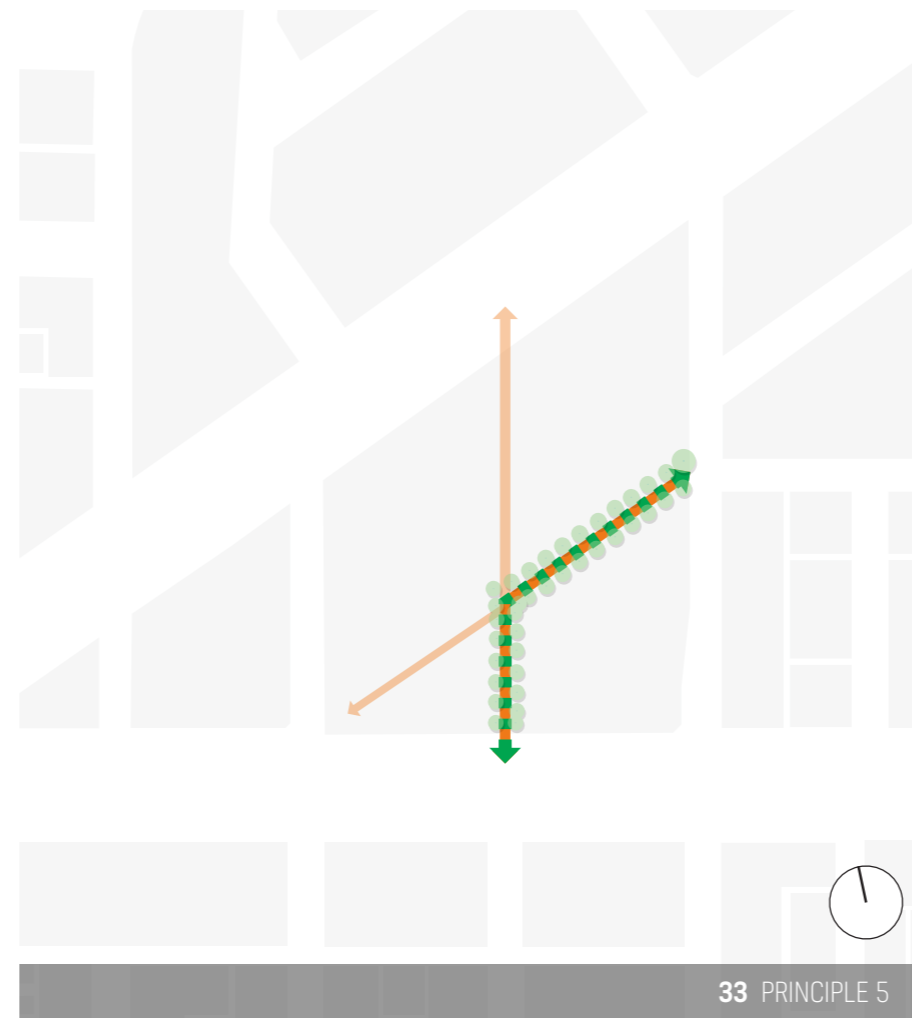
4.1.2 Access



Create a pedestrian priority neighborhood with consolidated car parking and minimal reliance on private vehicles.

Legend

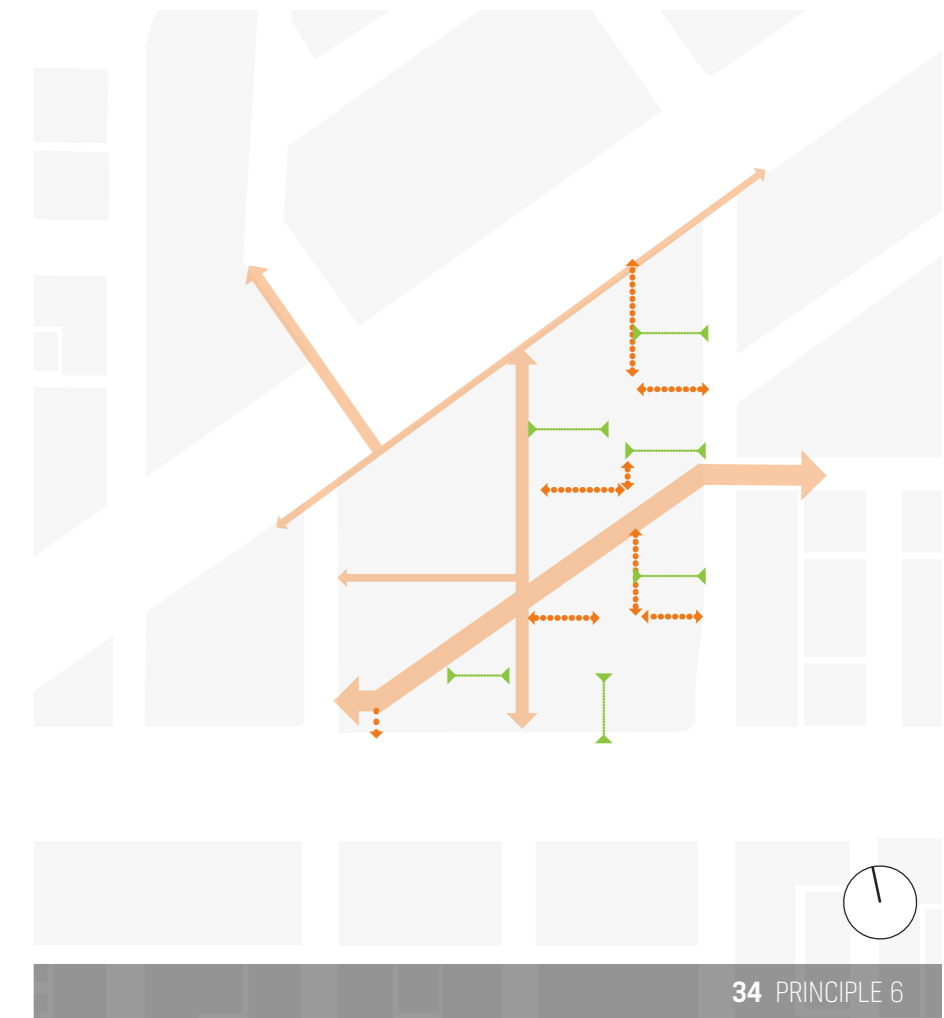
- Major road
- P Underground carpark entrance
- ▬ Shared pedestrian street
- Ⓜ Drop-off point



Create a high-quality 'Village Street' at the heart of the precinct for bicycles, pedestrians and vehicular pick up and drop off.

Legend

- Pedestrian connection
- Trees
- ↔ Village Street

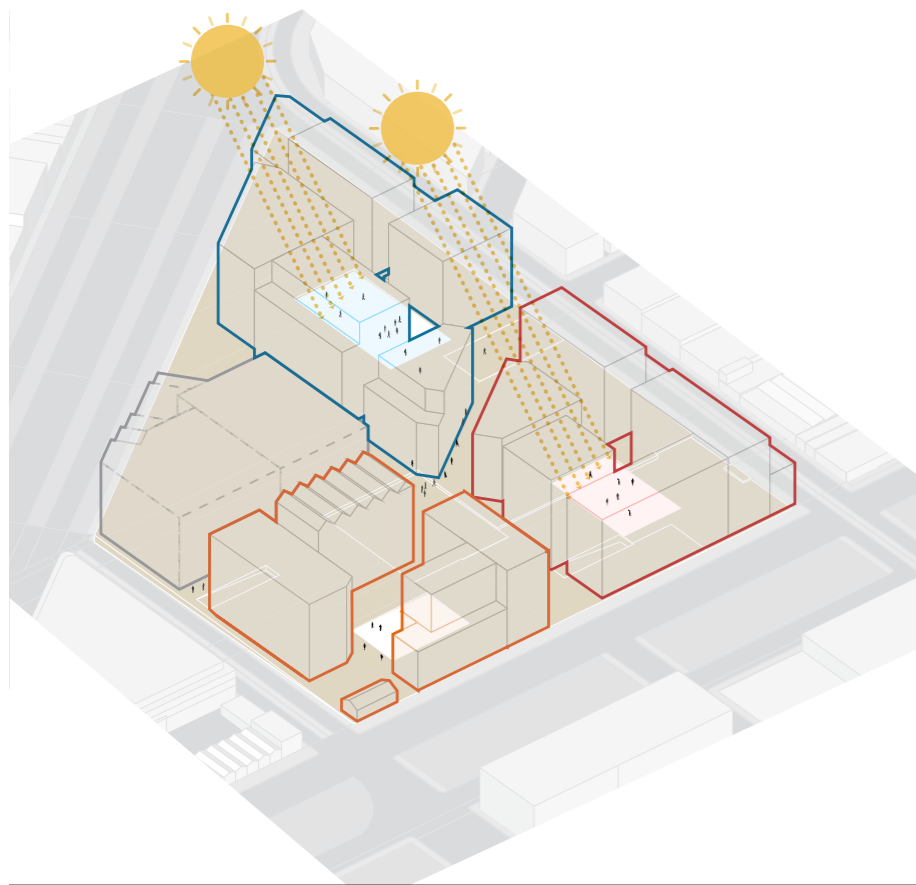


Encourage permeability through fine-grain pedestrian connections and lane ways.

Legend

- Main pedestrian connection
- ↔ Visual connection
- ⋯ Local pedestrian connection

4.1.3 Public Realm and Landscape

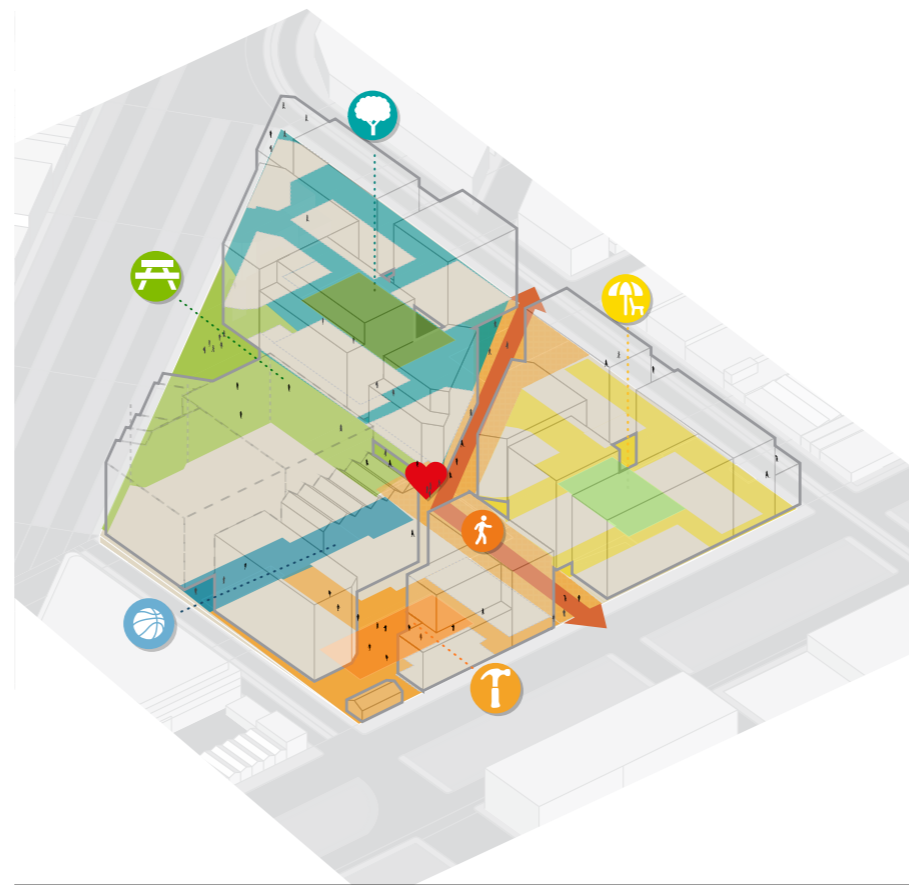


35 PRINCIPLE 7

Create shared courtyards at the heart of each parcel and maximise solar access to these spaces.

Legend

- Parcel A open space
- Parcel B open space
- Parcel C open space

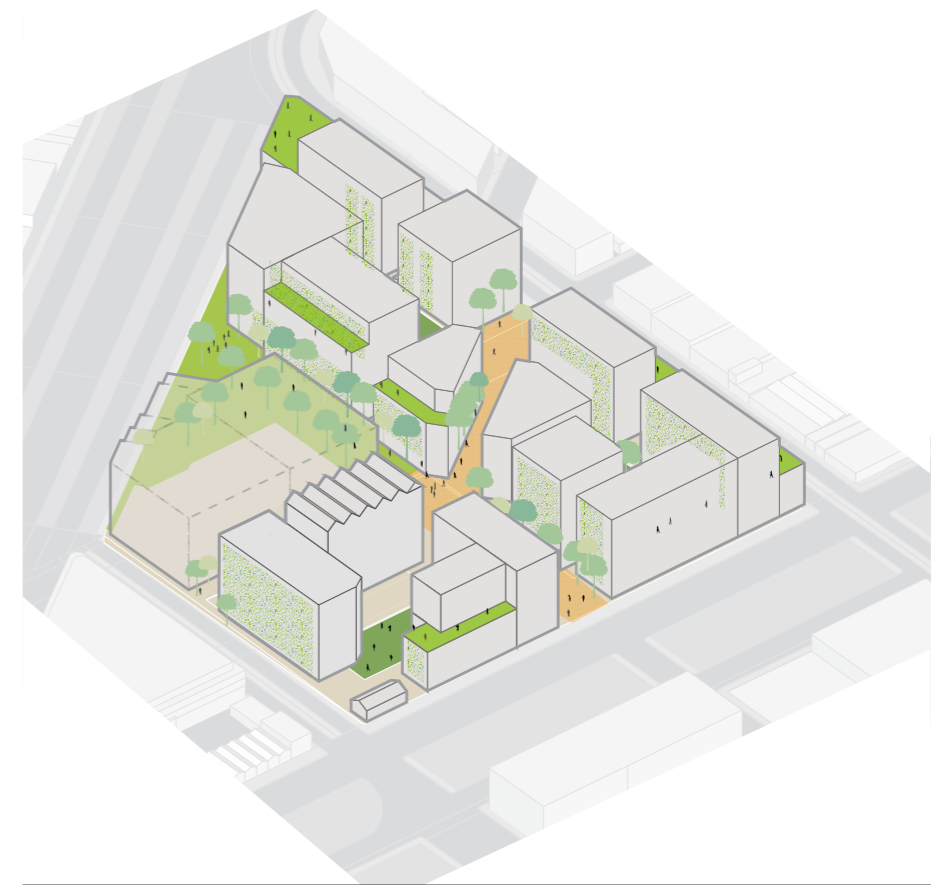


36 PRINCIPLE 8

Establish a central community heart linking together diverse public spaces with places to play.

Legend

- Shared pedestrian street
- Village heart
- Parcel C
- Active recreation
- Passive recreation
- Green connection



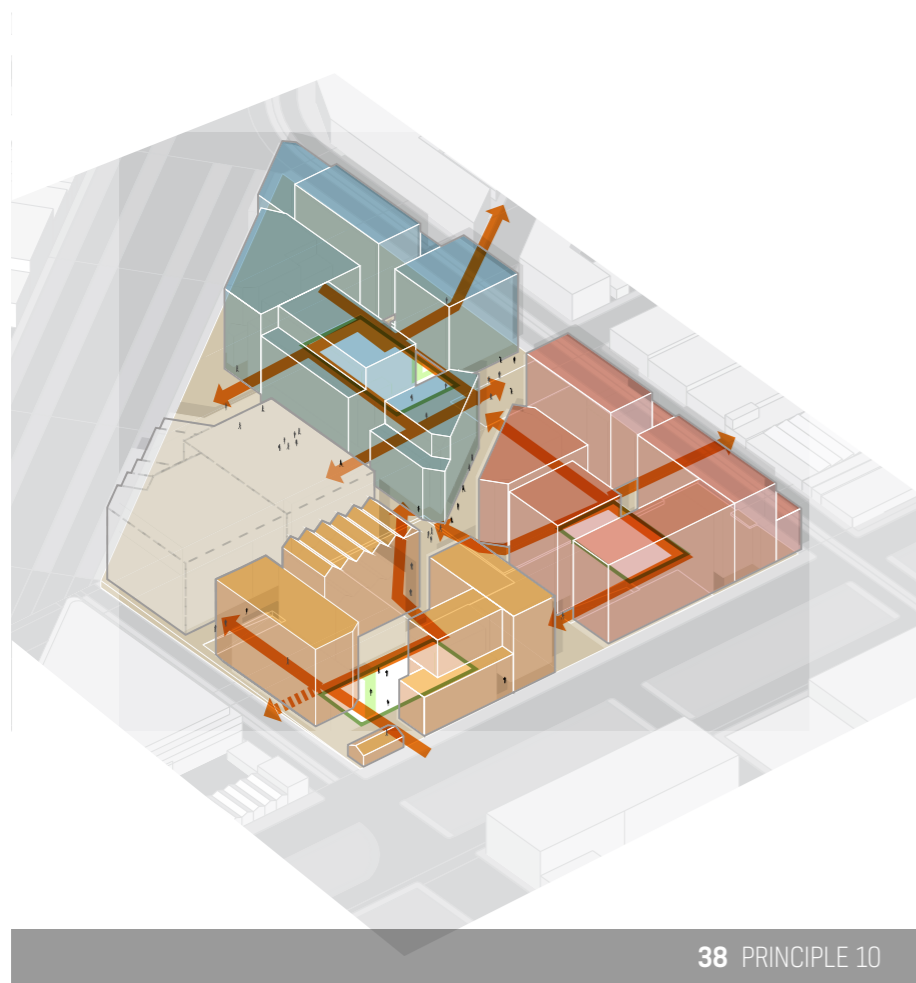
37 PRINCIPLE 9

Maximise urban greening by introducing trees, ground cover, vertical and roof top vegetation.

Legend

- Shared Street
- Deep soil planting
- Vertical greening

4.1.4 Built Form and Use

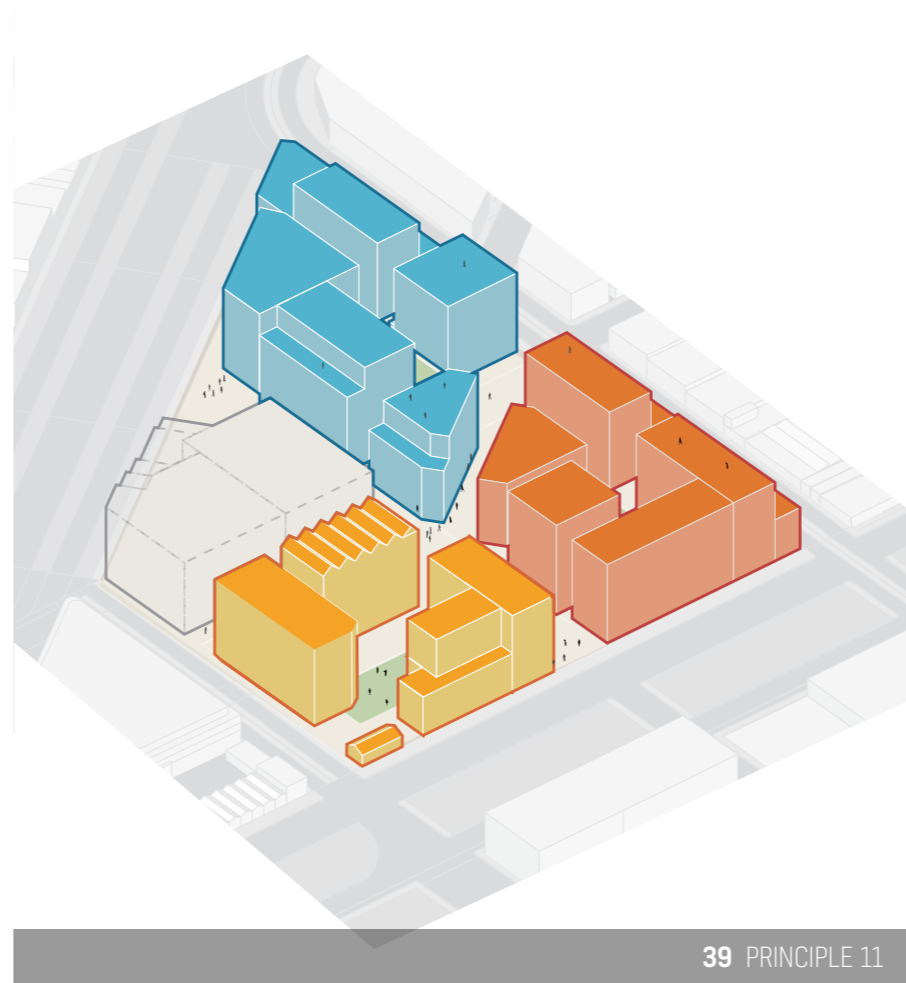


38 PRINCIPLE 10

Create open perimeter block forms that respond to local context and ensure permeability through the site.

Legend

- Pedestrian connection
- Local open space

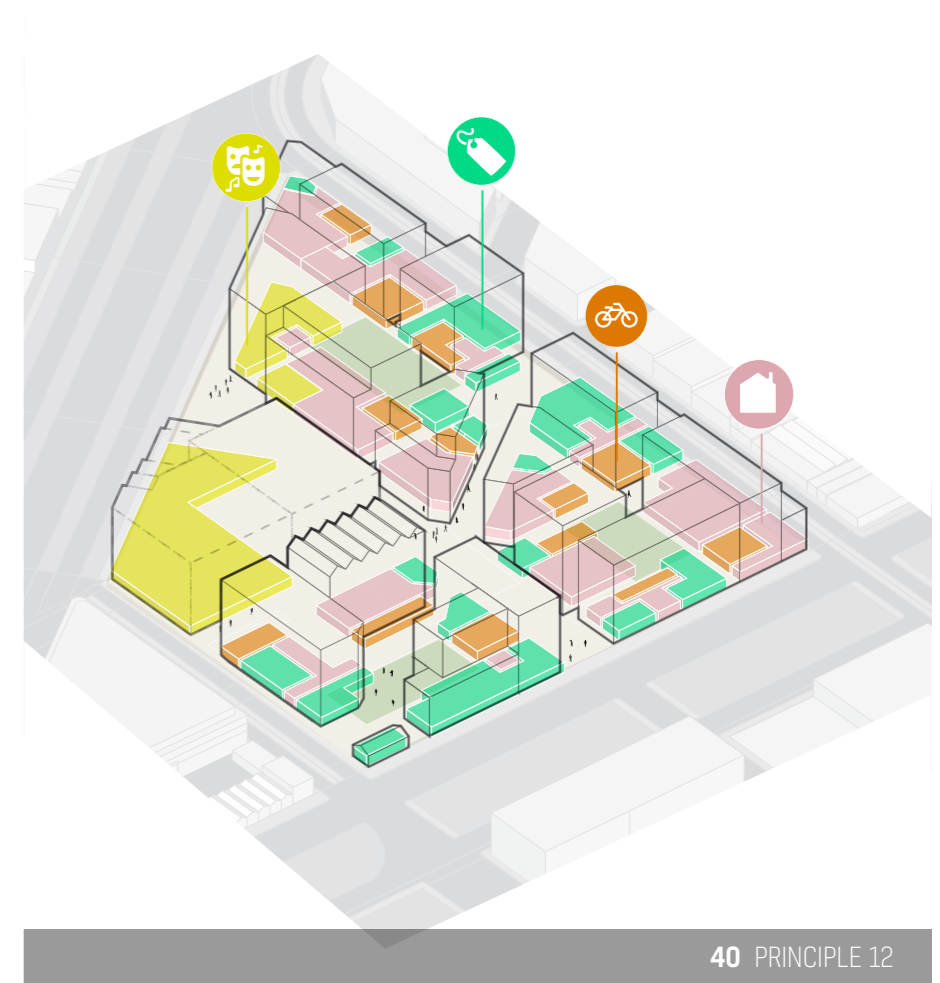


39 PRINCIPLE 11

Encourage variety in building heights, forms and materiality in keeping with each parcel's identity.

Legend

- Parcel A
- Parcel B
- Parcel C



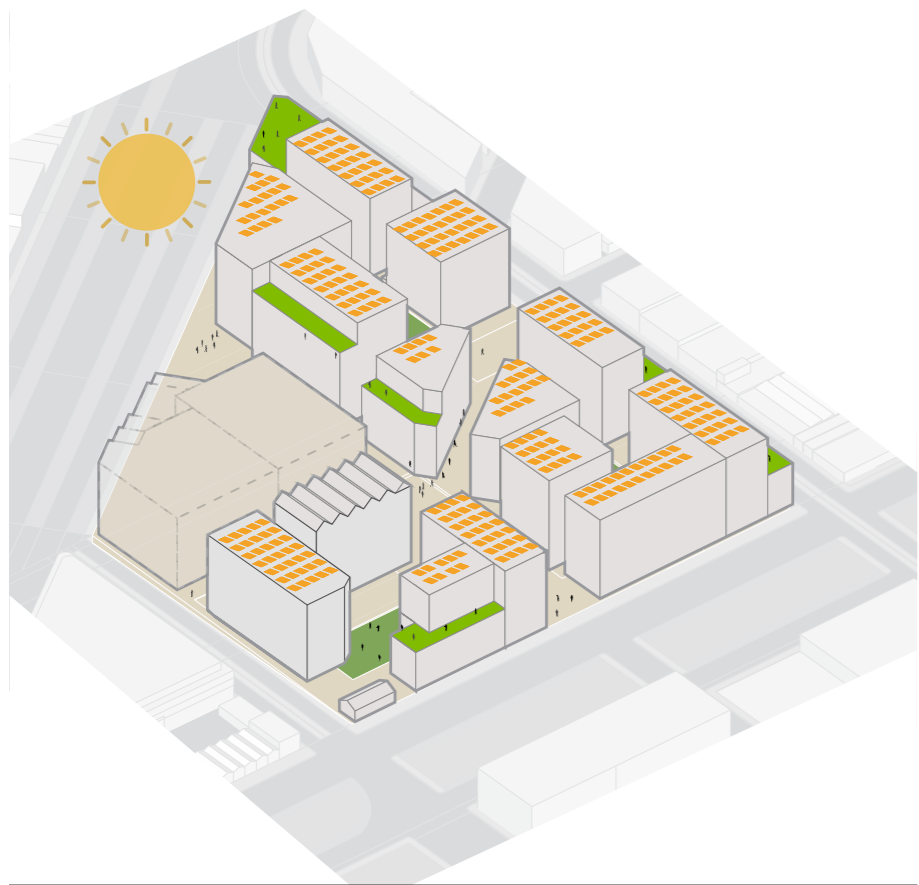
40 PRINCIPLE 12

Curate ground floor uses that showcase a variety of activities and that emphasise interaction and the human scale.

Legend

- Community facilities
- Flexible space (including retail and common spaces)
- Bike parking
- Residential

4.1.5 Sustainability

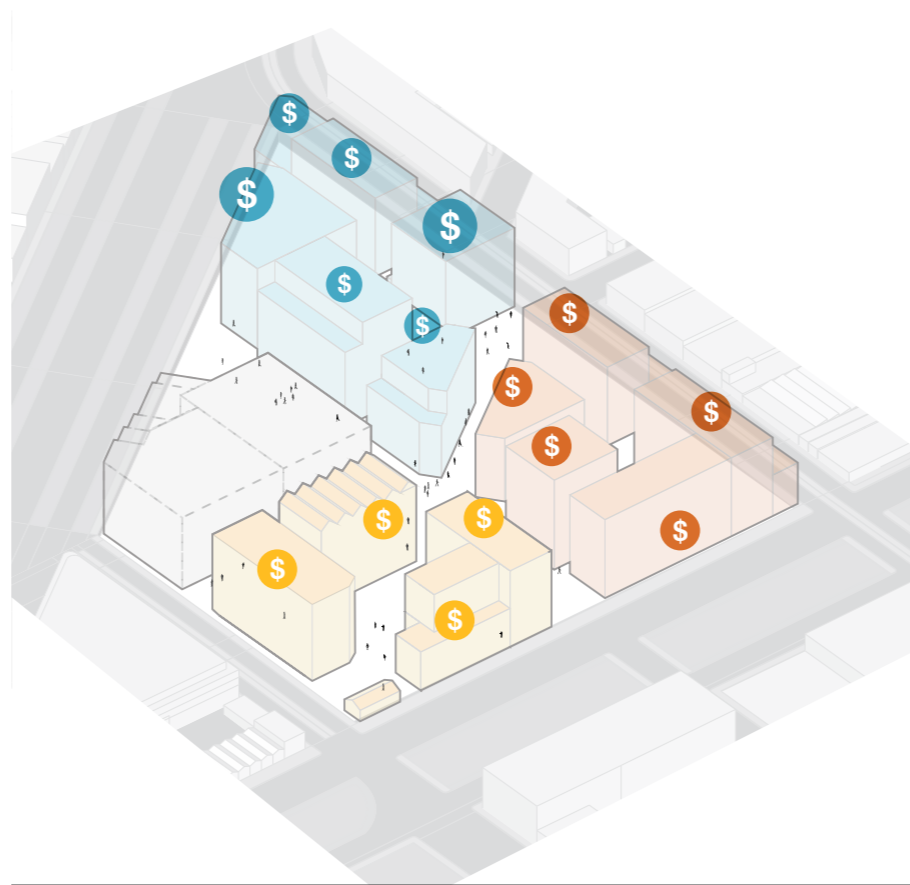


41 PRINCIPLE 13

Maximise potential for energy generation on site, with solar panels to most rooftops.

Legend

- Rooftop garden
- Solar panels

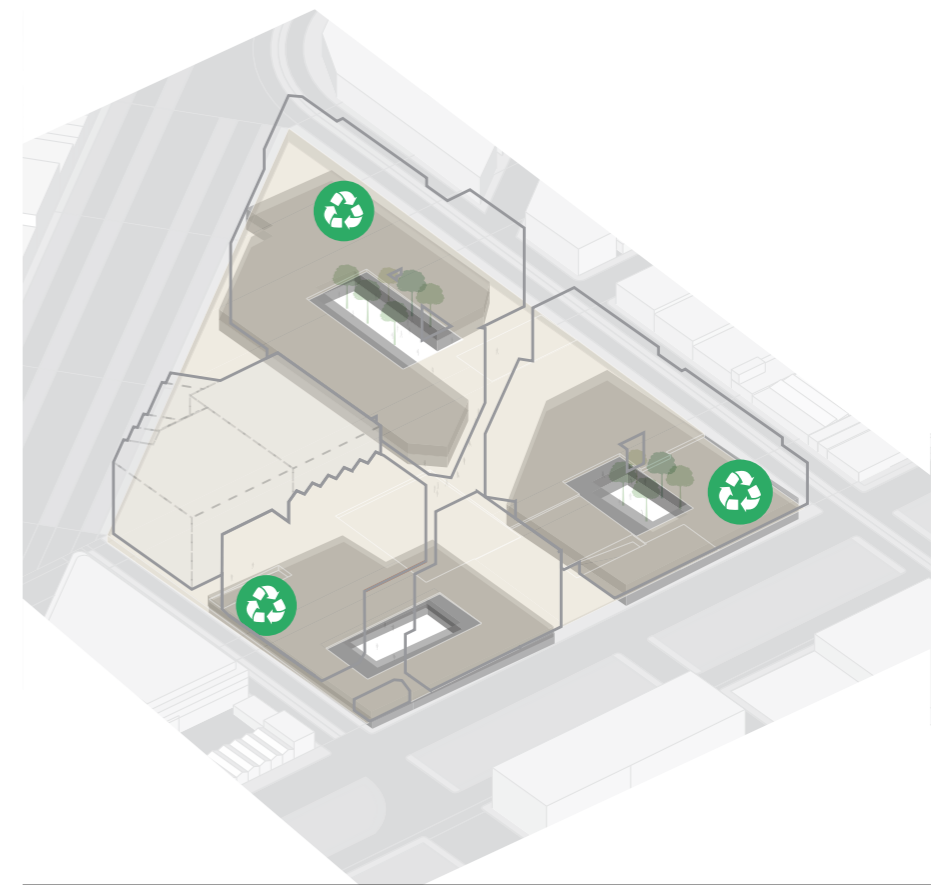


42 PRINCIPLE 14

Maximise thermal performance of buildings for lower living costs over time.

Legend

- \$ Cost saving through increased thermal performance



43 PRINCIPLE 15

Minimise waste produced on site, with consolidated collection points and diversion targets.

Legend

- ♻️ Local recycling

Not in Use

Development Plan Response

Part 5.0 Land Use

This section outlines how the Development Plan responds to the following requirements of DPO16:

Development Plan Components

- Develop a mixed use precinct comprising a variety of housing types, community facilities and public open space.
- Address Smith Street to strongly encourage the use of tram services in connection with development of the site, and to contribute to the streetscape character and vitality of the activity strip along the length of Smith Street.
- Provide community infrastructure to service the needs of the local area ensuring they complement the adjoining proposed indoor sports courts and integration of the site with the adjoining proposed education facility.
- Create usable, safe and accessible public spaces to meet local needs and improve resident amenity and usability.

Site Design and Land Use

- Develop a coherent and identifiable precinct.
- Design to address and activate the public realm, without privatising its amenity.
- A minimum of 8% of the site to be provided as public open space.
- Position the school to front Queens Parade and centre the sports courts on the site as a key community node with ease of access to public transport.

- Support retail, office and other uses at street level.
- Promote urban legibility and high quality public access to and through the site including clear site lines and a choice of routes.
- Minimise over shadowing effects within the site and on adjoining land.
- Design public open spaces to have good solar amenity, good passive surveillance.
- Avoid buildings that disproportionately overwhelm public spaces.
- Provide landscaping to reduce the visual impact of development, improve liveability and mitigate impacts of the urban heat island effect.
- Provision of street trees, high quality lighting and other streetscape enhancements.
- Retain the visual prominence of at least the top third of the individually significant Shot Tower from primary views when viewed from or through the site.
- Provide wind climate design to ameliorate wind conditions at street level, public spaces, balconies and adjoining properties.
- Provide acoustic design treatments that addresses the impact of existing and potential noise particularly from road traffic and trams.



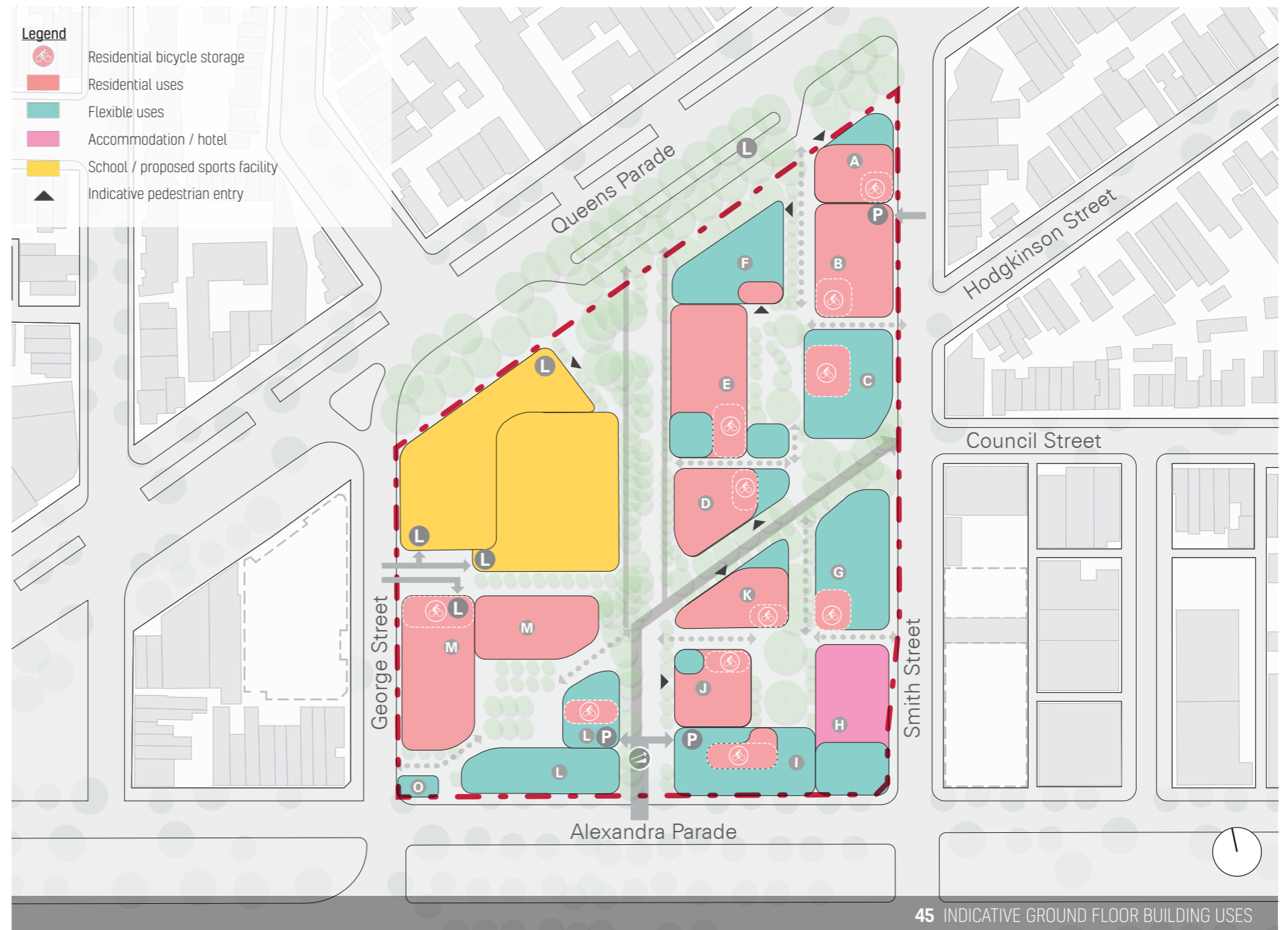


5.1 Ground Floor Uses

Development will be designed to create a mixed use precinct that comprises a variety of housing types, community facilities and public open space. This section outlines how this will be achieved in accordance with requirements of DP016. The location and type of uses should be generally in accordance with the indicative uses plans. The location and mix of uses across the site can only be varied if market demand exists for a different mix of uses so as to avoid vacant tenancies.

All ground floor spaces will have high floor to ceilings to allow for a variety of public-facing uses to occur. Flexible spaces have been located for ease of access and in locations that have increased foot traffic. These spaces may include retail, hospitality, office and co-working spaces, affordable workspaces for creative industries, galleries, grocery stores and gyms. There is the potential to partner with organisations to curate creative workplace and exhibition spaces. In addition, there is an opportunity to provide community-oriented spaces, including for child care, maternal and child health, and for small events, such as children’s birthday parties or neighbourhood group meetings. Within Development Agreements for each site, developer partners will specify how vacant spaces will be avoided through programming of spaces and reduced rent for creative and community uses. Flexible uses may include up to 50% communal residential uses, provided that these uses are not for individual dwellings or allow for the provision of Specialist Disability Accommodation (SDA). An opportunity for a hotel or short-stay accommodation is located at the corner of Alexandra Parade and Smith Street, with public facing facilities on the ground floor, activating this prominent corner.

Flexible ground floor uses will contribute to the vitality and activation of Smith Street, which will encourage pedestrian activity. Residential entrances will be located on the ground floor, with individual access to ground floor apartments activating select locations that are quiet and more protected. Where possible, residential entrances

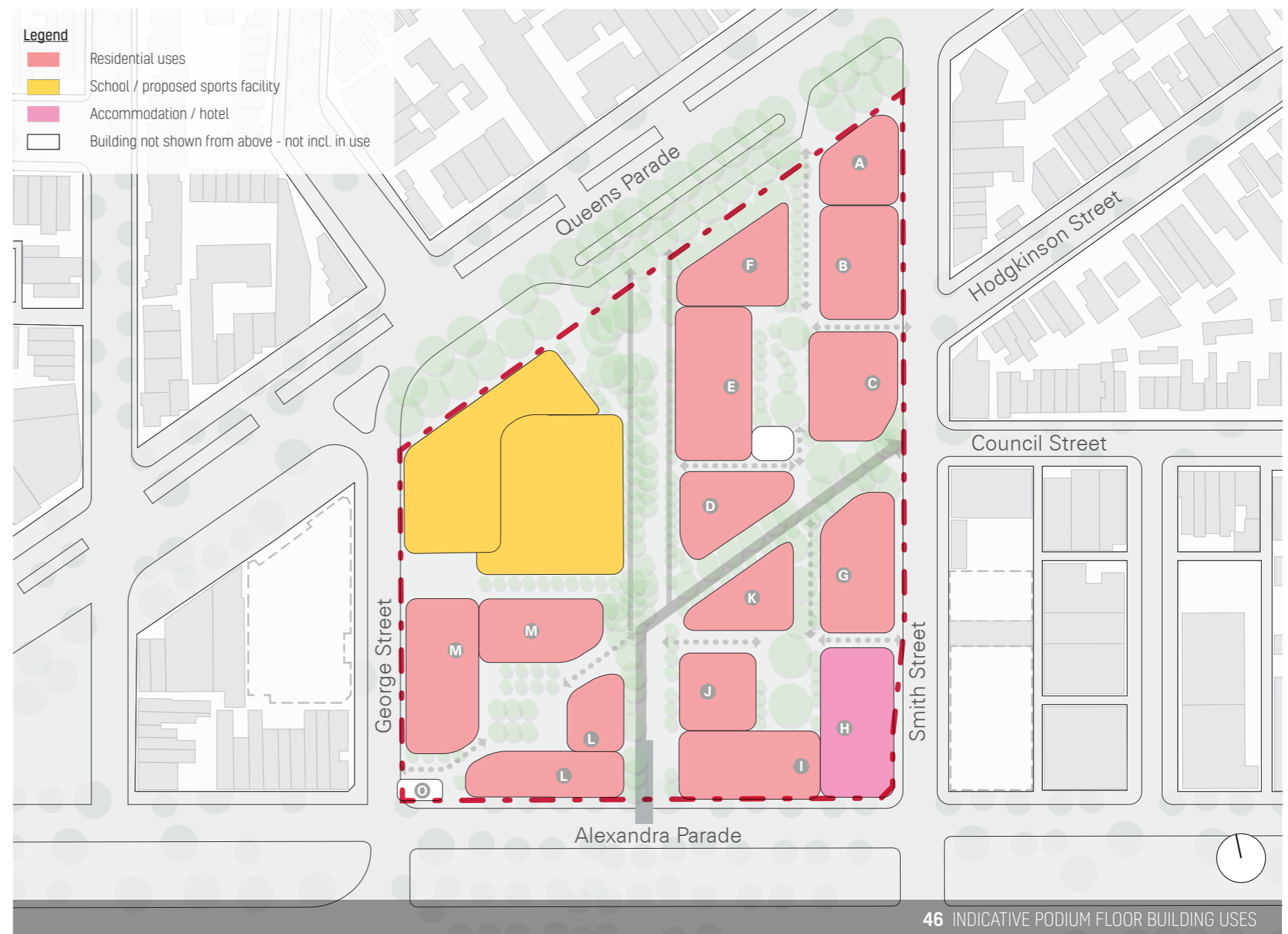


along Smith Street should provide direct visual connections to internal courtyards, all of which contribute to the urban legibility, passive surveillance and high quality public access to and through the site, while contributing to the streetscape character and vitality of Smith Street. Foyer-type spaces should be minimised. There is a preference for 50% of Bicycle parking to be accommodated on the ground floor to prioritise this mode of transport. These consolidated bicycle parking areas for each apartment will be secure but visible on the ground floor.

The school site, identified in yellow in Figure 45 and Figure 44, will be positioned in the north-western corner of the site to appropriately address Queen's Parade, as required by DPO16.

5.2 Podium Level Uses

The podium level uses of the buildings are primarily residential use. Subject to the commercial viability, Building H, on the corner of Alexandra Parade and Smith Street is identified as a potential opportunity for a hotel or short-stay accommodation.



46 INDICATIVE PODIUM FLOOR BUILDING USES

5.3 Upper Level Uses

The upper levels of the buildings are predominantly residential uses, with some shared common spaces on rooftops. There is also an option for a hotel or short-stay accommodation on upper levels of the building on the corner of Alexandra Parade and Smith Street.

Upper levels have also been designed to have consideration of views to and from the significant Shot Tower, where possible.



The below table outlines the approximate GFA by building and development parcel, based on the building envelopes available for future development in accordance with Figure 76 Indicative Heights Diagram. The indicative total GFA provides for a total apartment yield of approximately 1,200.

Final yield for each building will be determined at Planning Permit stage based on more developed design in response to the Development Plan.

Building	GFA (sqm.)		
	Residential / Hotel / Accom.	Flexible	Total
A	3,805	120	3,925
B	8,919	90	9,009
C	7,860	720	8,580
D	6,823	140	6,963
E	11,385	210	11,895
F	8,034	736	8,770
Sub-total Parcel C	46,826	2,016	49,142
G	9,013	1,000	10,013
H	11,390	570	11,960
I	5,619	650	6,269
J	7,195	150	7,345
K	7,177	95	7,272
Subtotal Parcel B	40,394	2,465	42,859
L	10,810	1,035	11,845
M	18,274	760	19,034
O	-	144	144
Sub-total Parcel A	29,084	1,939	31,023
48 APPROXIMATE BUILDING GFA			

5.4 Cultural (Industrial) Heritage

Valve House will be retained and enhanced as part of the Development Plan. This will be achieved by designing spaces and sightlines to highlight the structure within the development.

A detailed plan of the interpretation scheme of the Valve House will be prepared and included at the Parcel A Planning Permit stage of the development. This should include explanatory principles behind the scheme and an indication of the form, content and locations of interpretation elements. The site's layered history will be celebrated through appropriate material selections.

New development should include integration and inclusion of historical and cultural interpretation. These interpretative elements should also serve as wayfinding elements that orient and direct users through the site.

5.5 Community Infrastructure

The key piece of community infrastructure that will be delivered is the school and indoor sports facility located on the school site in the north-western corner of the development site. This development process is being run concurrently by the Victorian School Building Authority, the Department of Education and Training and the Department of Transport. Construction of the school is now in the final stages and government funding for the sports facility has been confirmed.

A dedicated space to be made available for use by Yarra City Council for community use will be provided within the Development Plan Site. Additionally, flexible spaces have been allowed for throughout the ground level of the proposed development may accommodate further community uses. Generous public open space areas will be provided throughout the development, with the highly permeable building layout providing access to the surrounding community. All of which contribute to servicing the needs of the site and the surrounding local area.



49 INDICATIVE SENIOR SCHOOL DESIGN [VSBA]

5.6 Public Realm

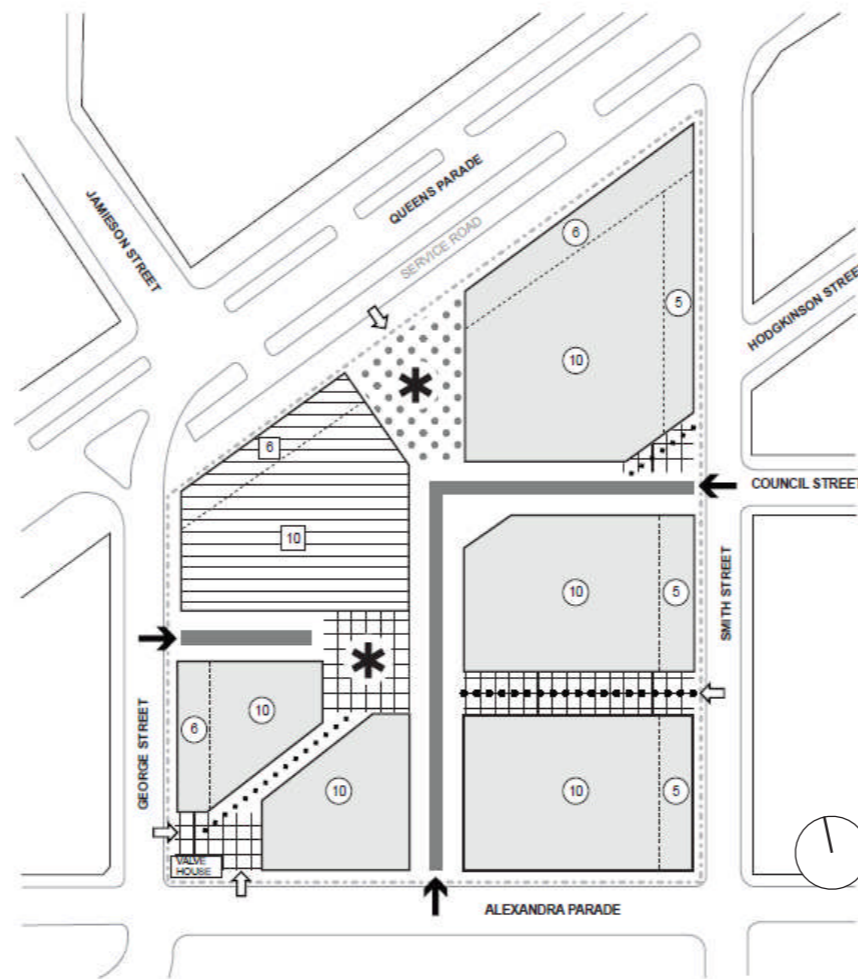
The public realm strategy for the site seeks to integrate the rich surrounding neighbourhood context through a layering of indigenous, pre-colonial and industrial histories.

The Development Plan will deliver 8% of the site as new public open space that will be vested in Yarra City Council. Careful consideration will be given to ensure all public spaces are designed to be safe and accessible to meet the needs of the local area.

The dedicated areas of public open space will be supplemented by:

- Open space areas accessible to the community on the school site.
- Pedestrian prioritised access ways throughout the site and beyond to designated public transport nodes.
- Privately owned communal spaces that will be accessible to the community.
- Entryways and landscape treatments, clear sightlines and wayfinding signage.
- Furniture and fixtures in the public realm that will be robust and easy to maintain.

Planting of vegetation within the public realm should be done in conjunction with the City of Yarra's preferred species list. Public realm lighting will support night-time social and recreational activity, amenity, wayfinding and safety.



LEGEND

- | | |
|--|---------------------------------|
| MIXED USE | VEHICLE AND PEDESTRIAN ACCESS |
| PUBLIC USE ZONE | PEDESTRIAN / CYCLE ACCESS |
| ARTICULATED MIXED-USE BUILT FORM TO A MAXIMUM HEIGHT - NO. OF STOREYS | PLAZA - PRIMARY PEDESTRIAN NODE |
| PUBLIC USE BUILT FORM TO A MAXIMUM HEIGHT - NO. OF STOREYS (EQUIVALENT RESIDENTIAL HEIGHT) | INTERNAL STREET |
| UPPER LEVEL SETBACKS | PEDESTRIAN CONNECTIONS |
| DPO BOUNDARY | PASSIVE OPEN SPACE |
| | OTHER OPEN SPACE |



Legend

- | | |
|--|---------------------------|
| Site Boundary | Private Development |
| Proposed Public Open Space Vested in Council: 3,180sqm. - 8% | Mandated Thoroughfare |
| VSBA Open Space: 565 sqm. - 1.4% | Night Access Control Line |
| New Council Road: 3,647 sqm. - 9.2% | Carpark Entry |
| Communal Open Space with Access to Deep Soils: 1,697 sqm. - 4.3% | Building Entry |

5.7 Landscape Master Plan

The Landscape Master Plan describes a series of key public and private spaces that together form the open space network for the Fitzroy Gasworks site.

These spaces comprise:

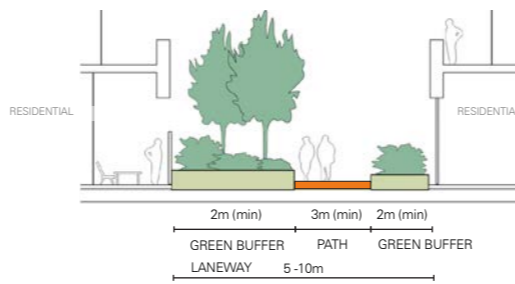
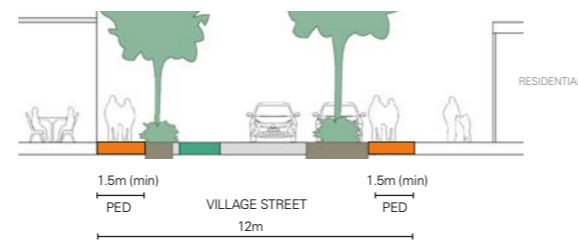
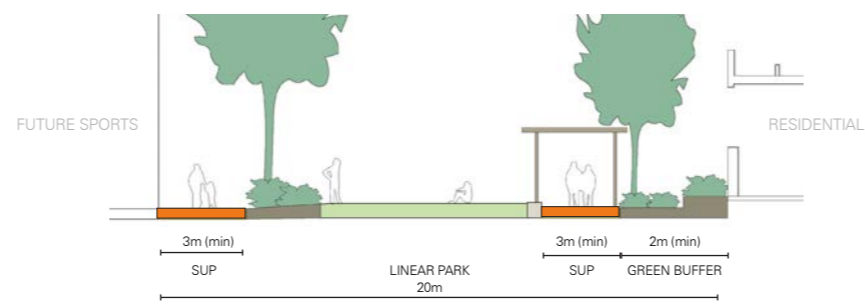
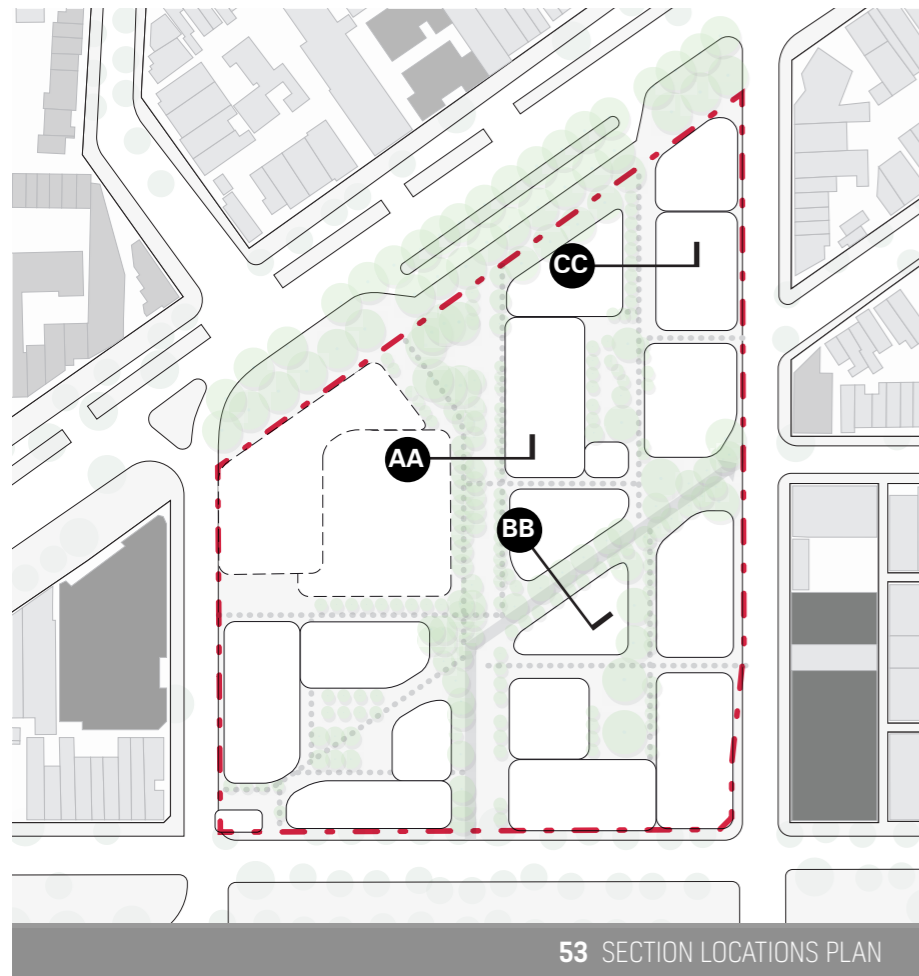
- Village Green - A proposed linear park to the north of the site interfacing with Queens Parade, the High School, and the north eastern development lot.
- Community Heart - A community plaza in the centre of the site that links the public realm across the site.
- Places to Play - Play area located to the east of the school within the public realm as a primary place for play activities.
- Streets for People - Pedestrian priority shared streets allowing for slow vehicle access.
- Permeable Lanes and Shared Courtyards - Private laneways between developments providing permeability, blurring the line between the public and private realm and offering pedestrian connections to the broader development during the day combined with central courtyards for communal use.

Appropriate vegetation selection will ensure longevity and vitality of planting in the public realm, and the ongoing maintenance of new vegetation will be factored in to landscape design.

Throughout the open space network, generous shared user paths will be provided.



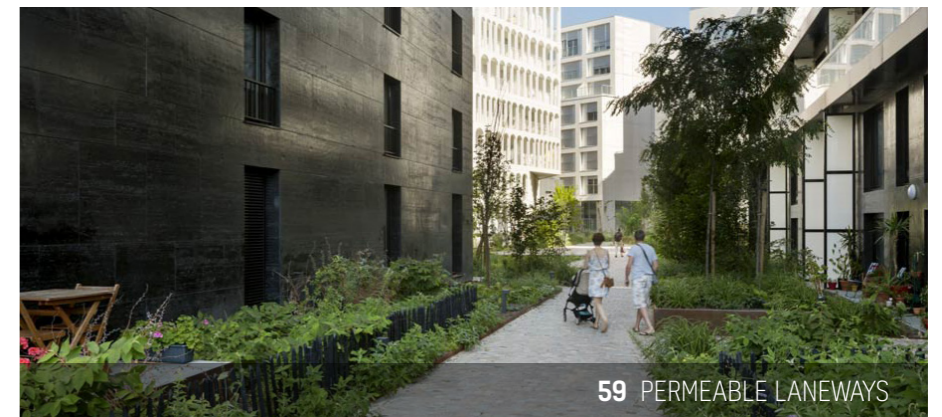
A network of generous paths and limited vehicular access will help reinforce walking as the dominant mode of travel through the site, creating a pedestrian priority neighbourhood. Pedestrian movements will be facilitated through a permeable network of shared streets, shared use footpaths and laneways. The use of well connected internal paths with multiple access points on each street frontage will help to promote active travel to and through the site. Only one public street is provided through the development which will be subject to low vehicle numbers and speeds.



Kensington Street by Turf Design Studio



Hudson Street Park by Arcadia Landscape Architecture



Boulogne Billancourt by Mutabilis Landscape Architecture

5.8 Laneways and Urban Greening

5.8.1 Laneways and Arcades

Laneways have been designed to be spaced every 45-65 metres along the development's perimeter, providing access and visual connections from surrounding streets to open spaces within the development which reduces the visual impact of the development and improves liveability. Laneways are a minimum of 3m wide. Arcades are at least 3m wide and 6m tall, and provide access to internal courtyards. Entryways will ensure that key points of entry into parcels are framed, allowing views and access into central courtyards and reflecting the identity of that courtyard.

5.8.2 Laneway Maintenance

Maintenance of laneways and connections will be formalised in a Section 173 agreement or equivalent. Public realm materials will be carried through the permeable lanes of the development lots as a connective thread that links each of the parcels together.

5.8.3 Urban Greening

Urban greening has many benefits including reducing urban heat island effect, increasing biodiversity and improving the health and well-being of residents. Minimum standards for urban greening have been targeted, with each parcel achieving a Green Factor rating. One important way to increase urban greening and the Green Factor rating is to provide deep soil planting areas to allow for large canopy trees and permeability of soil. Indicative locations for deep soil planting have been shown in key locations within each parcel - for example, in central courtyards. Consideration will be made to maximise sunlight access in these locations. Planting of vegetation within the public realm should be done in conjunction with the City of Yarra's preferred species list.



5.8.4 Community Garden

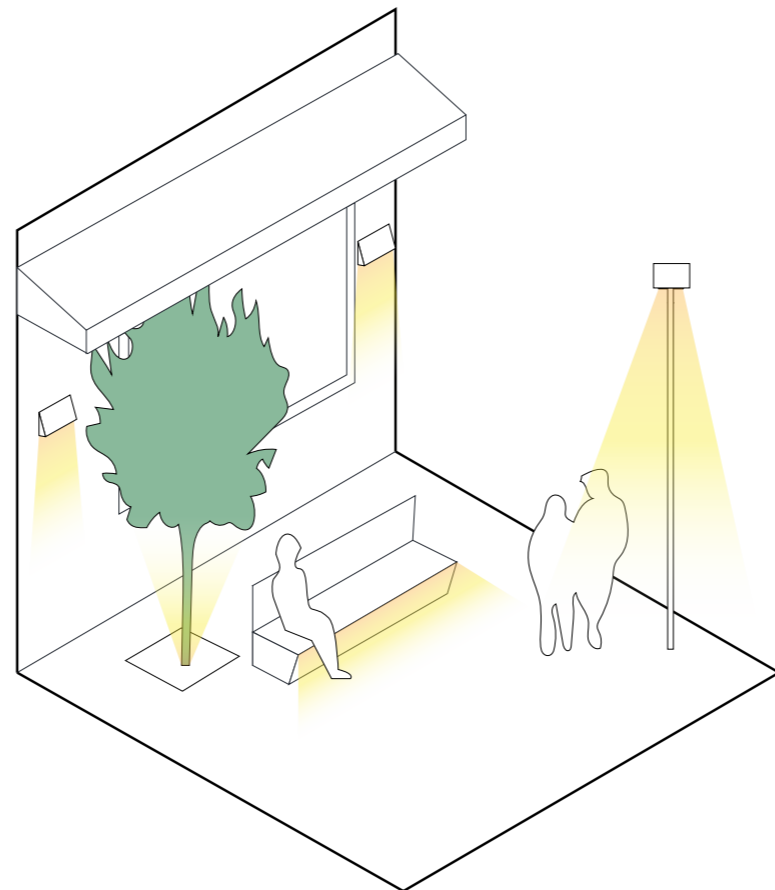
A community garden with 220m² of agricultural space is incorporated into the precinct. This may be spread across public areas or roofs. The community garden will be accessible to the residential community, have access to sunlight throughout the year as well as appropriate drainage. The introduction of 220m² of accessible agricultural space satisfies 'Credit 14.2 Local Food Production' as part of the 'Green Star Communities' rating.

5.8.5 Light Pollution

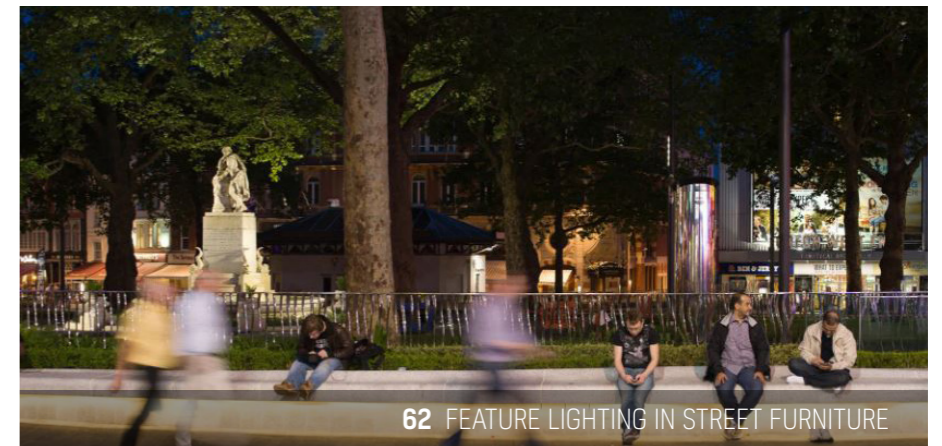
In order to reduce light pollution, 95% of all external public lighting luminaires within the project site boundary have an upward light output ratio less than 5%. Mitigation of light pollution is required in 'Credit 32.1 Light Pollution' as part of the 'Green Star Communities' rating. As part of this credit, a manufacturer's data sheet for each luminaire type will be installed, showing photometric data and illumination diagrams, including horizontal and vertical light distribution.

5.8.6 Lighting

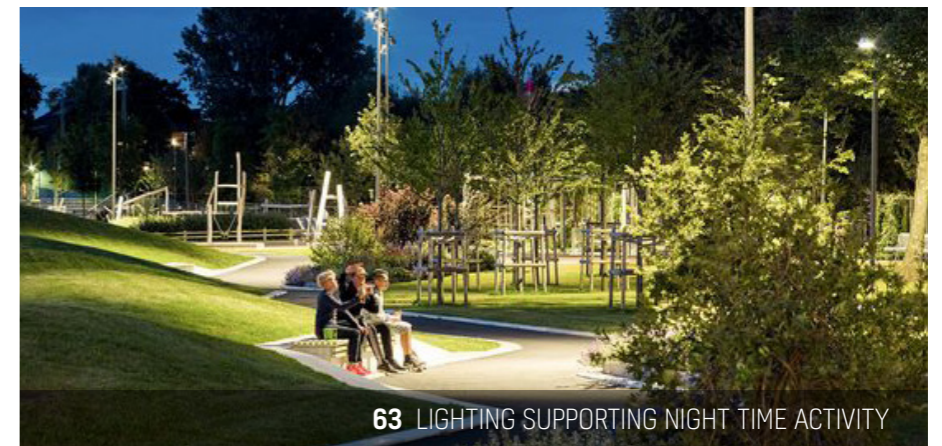
Lighting throughout the precinct will perform a number of functions, from supporting way-finding, orientation and safe movement at night, to providing a decorative effect for building façades, landmarks and paths. Lighting in the precinct should create a public realm that is safe and inviting for users with well located lighting that enables the use of public spaces for active recreation during the evening, especially in winter.



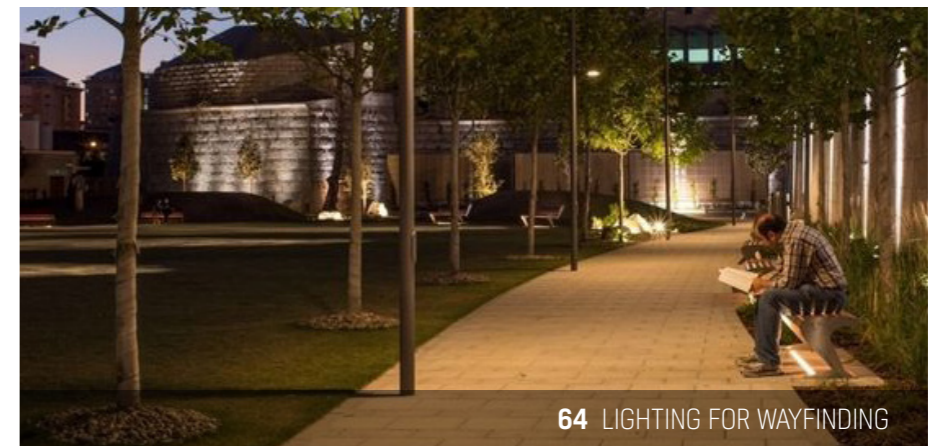
61 INDICATIVE LIGHTING DIAGRAM



62 FEATURE LIGHTING IN STREET FURNITURE



63 LIGHTING SUPPORTING NIGHT TIME ACTIVITY



64 LIGHTING FOR WAYFINDING

5.9 Public and Private Open Space

The Development Plan Overlay specifies a minimum of 8% of the site is to be provided as public open space through a series of plazas throughout the site, with a more generous passive open space to the north.

The Public Realm Plan highlights a series of spaces that capture DPO16 requirements, and inform potential new sites for open space (see Figure 51). As a part of the Public Realm Strategy, a low-speed, pedestrian-prioritised shared street, Village Street, provides further opportunities to incorporate typical elements of public open spaces, linking the public realm together.

Further open spaces above basement car parking with capacity to accommodate deep soil planting offer the potential to increase the amount of public open space within the development site.

Private development lots provide more intimate communal open spaces for residents, with daylight access to these spaces for the general public. The interface between private lots and public open space and streets is integral to these spaces serving as an extension of the public realm during key daylight hours. A sense of transition between public and private space will ensure adequate privacy for residents.



5.10 Microclimate

The following requirements relating to external noise and wind are consistent with the requirements of Clause 58 Apartment Developments.

5.10.1 Overshadowing

Building forms have been orientated to minimise overshadowing to internal streets, parks, internal courtyards and surrounding properties providing good solar amenity and ensuring buildings do not disproportionately overwhelm public spaces.

The following diagrams illustrate the shadows cast by proposed building envelopes at the equinox and winter solstice. Shadows cast from future development to be generally in accordance with the shadows shown.

5.10.2 External Noise

The entire site falls within the Better Apartment Design Standards (BADs) definition of a 'noise influence area'. This is because the entire site is within 300m of Alexandra Parade.

Minimum standards of acoustic treatment will therefore need to be adhered to and incorporated into any further development design in accordance with the BADs standards. Minimum requirements include:

- Not greater than 35dB(A) for bedrooms, assessed as an LAeq,8h from 10pm to 6am
- Not greater than 40dB(A) for living areas, assessed LAeq,16h from 6am to 10pm.

Consideration should also be given to noise mitigation of the Smith Street tram, particularly where the tram turns on to Queens Parade.



5.10.3 Wind Conditions

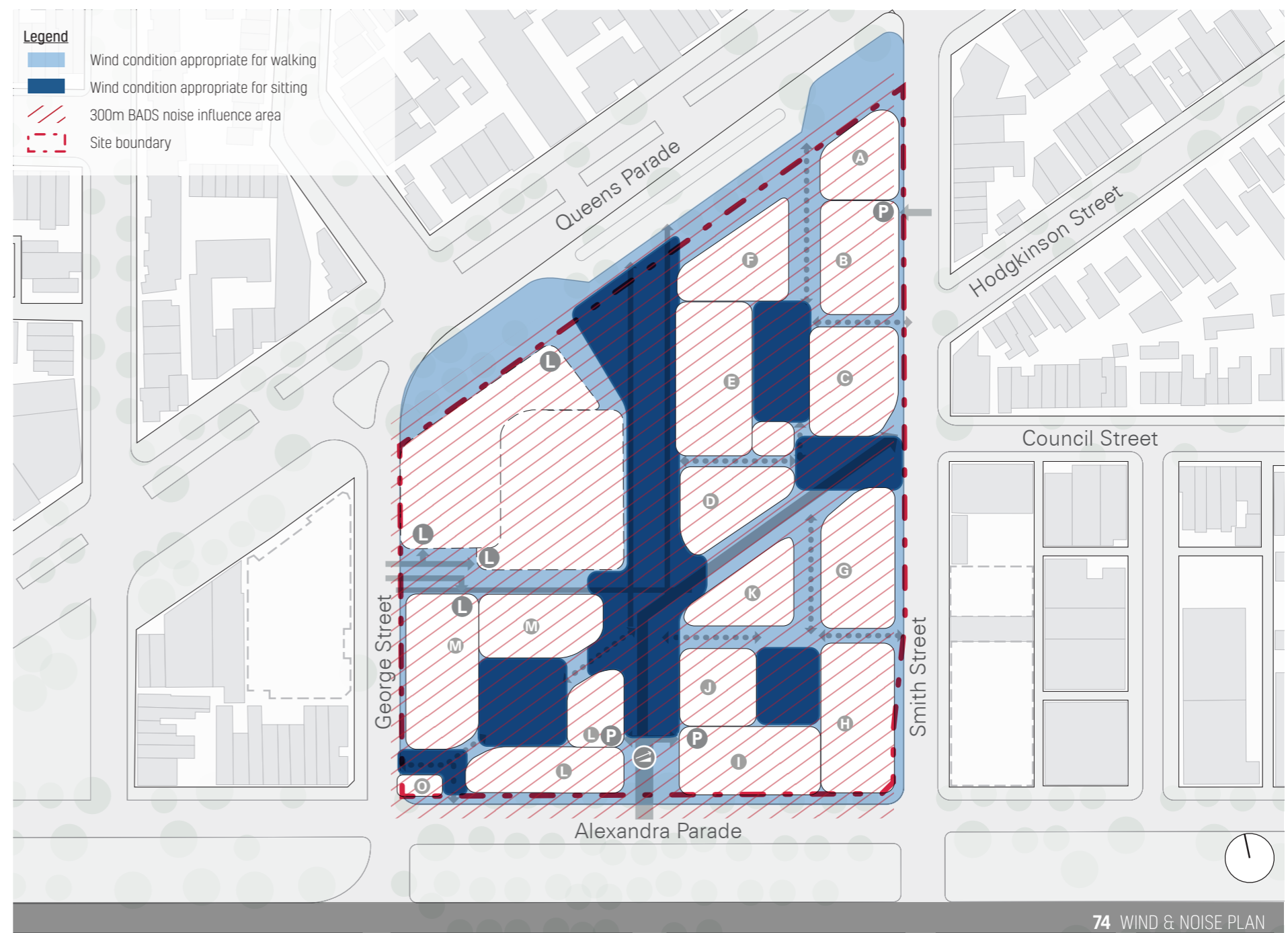
Given that Fitzroy Gasworks is a pedestrian-prioritised precinct, wind conditions should not make for an uncomfortable or unsafe public realm. Buildings and works constructed on site should achieve comfortable wind conditions across all areas within the development plan. Wind amelioration measures will be integrated into the design and architecture of buildings. The design should demonstrate that it complies with the following wind levels:

- A wind speed not exceeding 5m/s for areas appropriate for walking and a wind speed not exceeding 3m/s for areas appropriate for sitting.

5.10.4 Heat Island Effect

The urban heat island effect must be mitigated through urban greening and the selection of roof sheeting material. This is a requirement of 'Credit 31.1 Heat Island Effect' as part of the 'Green Star Communities' rating. At least 50% of the total project site area, in plan view, will comprise of one or a combination of the following:

- Vegetation and landscaping that is climate responsive;
- Green roofs;
- Roofing materials, including shading structures (where three year SRI for products is not available, use for pitched roof <math><15^\circ</math> an initial SRI > 82. Alternatively, for roof pitched >math>>15^\circ</math>: an initial SRI > 39;
- Unshaded hardscaping elements with a three year SRI > 34 or an initial SRI > 39;
- Hardscaping elements shaded by overhanging vegetation or roof structures;
- Water bodies and/or water courses; and
- Areas directly to the south of vertical building elements, including green walls and areas shaded at the summer solstice.







75 ARTIST'S INTERPRETATION (INDICATIVE ONLY)

Development Plan Response

Part 6.0 Built Form

This section outlines how the Development Plan responds to the following requirements of DP016:

Development Plan Components

- Respond to the significance of Queens Parade and Alexandra Parade with built form that considers the design, height and visual bulk of the development in relation to surrounding land uses and developments and contributes to their significance as formal boulevards.

Site Design and Land Use

- Provide a transition in buildings by reducing heights and increasing setbacks along sensitive interfaces with increased heights at the centre of the site.
- Create high quality architectural frontages with a sense of articulation, streetscape scale and rhythm.
- Articulate buildings to provide variety, visual breaks and promote a human scale to existing and new streets.
- Activate street frontages with windows at upper levels, building entries from main lobbies and ground floor apartments to contribute to street life and safety through passive surveillance.
- Avoid visually dominant buildings through use of discontinuous forms, well articulated facades and high quality materials that weather well and are environmentally sustainable.
- A habitable room window, balcony, terrace, deck or patio should be located and designed to avoid direct views and provide maximum sunlight to these spaces.
- Avoid buildings taller than six storeys creating a 'canyon' effect to

streets by distributing height and providing breaks in built form.

- Provide internal courtyards, supported by communal roof terraces and balconies facing out to the street in mixed use developments.
- Design all development parcels as perimeter blocks. Perimeter blocks should be defined by groups of buildings, with a range of building heights, to create a fine grain and articulated streetscape.
- Avoid podium and tower typologies.

6.1 Building Heights and Setbacks

The development will give careful consideration to the design, height and visual bulk of future development in order to appropriately respond to the significance of Alexandra and Queen’s Parade, and the wider local context.

The Development Plan Overlay sets out preferred height controls for the development of the precinct. Careful consideration will be made to ensure that this plan meets these requirements. Setbacks along Smith Street and Queens Parade will ensure an appropriate response to the significance of these road corridors. This Development Plan further refines the controls to respond to the surrounding context and the Masterplan vision and principles.

Figure 76 provides details of potential built form elements including preferred maximum building heights, set backs, open space areas and solar access in accordance with the requirements of DPO16.

As a result, the development will avoid visually dominant buildings, instead promoting discontinuous forms, well articulated facades and high quality, environmentally sustainable materials.

6.1.1 Siting and Orientation

The indicative siting and orientation of the buildings within this precinct have responded to the original intent of the concept plan referenced in the DPO16, the relationship to buildings on land adjacent to the site, and to passive energy considerations.

Overarching design considerations are stipulated within DPO16, whereby a series of courtyard blocks providing clearly defined new street walls to external and internal streets. A break running north-south through the site acting as a continuation of Gore Street, beginning as a street, before becoming a linear park.

The updated concept plan integrates with the surrounding area by establishing a visual link running from Council Street in the



northeast to the Valve House in the south-east. Additionally, laneways will provide access into the central courtyards, turning the closed courtyard blocks into 'open block' typology, in order to respond to the less continuous building forms typical of buildings in the surrounding area and increase pedestrian permeability.

The generous central courtyards allow for passive heating and cooling and cross ventilation. Rather than long continuous buildings, each building is no longer than 60 metres in length, with light wells and indents allowing for cross-ventilation to meet the Better Apartment Design Standards (BADS).

6.1.2 Queens Parade

The Queens Parade interface is consistent with the Development Plan Overlay. The first 8 metres from the boundary has a parapet height of 6 storeys, with 10 storeys beyond that.

6.1.3 Smith Street

As the existing footpath is currently very narrow, and will become increasingly busy once the planned tram stop works are undertaken and the site is developed, there is a 3 metre setback from the boundary along the length of Smith Street.

The Development Plan Overlay suggests a uniform height of 5 storeys along Smith Street. While this provides an important transition down in scale towards Smith Street, a uniform 5 storey parapet height along the length of the street would create an unrelenting interface with this important shopping street. The Development Plan proposes instead a variety of parapet heights along Smith Street to provide diversity and grain, with a range of 4, 5 and 6 storey elements, achieving an average of 5 storeys across the length of the frontage. No additional GFA or overshadowing will be created. This concept was supported in community consultation of the draft proposal in September 2019.

6.1.4 Alexandra Parade

The Alexandra Parade interface is consistent with the Development Plan Overlay, with a 10 storey parapet height along its length. However the section of Alexandra parade between Village Street and George Street is set back 1 metre to allow for overland flow. This has been requested by Melbourne Water.

6.1.5 George Street

The existing footpath along George Street is very narrow. As foot traffic along this section will significantly increase as the site is developed, a 2 metre setback from the boundary along George Street is proposed subject to suitable flood inundation management provisions and would be more appropriate. The indicative building massing along George Street is generally consistent with DPO16.

6.1.6 Gore Street Easement

A 20 metre wide easement runs through the site from north to south as the former location of Gore Street. The southern part of the easement will host Village Street, with a linear park to the north. In order for the development to moderate the taller buildings within each parcel and provide diversity and grain, the first 3 metres from the Gore Street boundary will host a range of 1, 2 and 3 storey elements, achieving an average of 2 storeys across the length of the frontage.

Careful consideration will be made to buildings facing Gore Street easement, to ensure a human scale is achieved. Buildings will be articulated and provide variety with visual breaks. Further information is provided in the sub-sections "building interfaces and vertical rhythm" and "transition zone" below.

6.1.7 Courtyards

Each parcel must have a central courtyard, in order to improve

daylight access and ventilation to the surrounding apartments and provide a semi-public central gathering space. A courtyard must be provided in the southwest corner of the site, in order to respond to the existing Valve House building.

6.1.8 Shot Tower View

A new open space will be provided at the intersection of Smith Street and the new Village Street. This open space will provide a welcoming entrance for visitors entering the precinct from Smith Street. This open space will also allow a view back towards the historic Shot Tower on Alexandra Parade.

6.1.9 Open Block Typology

Rather than closed courtyards that are not accessible to the public, this precinct will use an 'open block' typology. A series of open air laneways will be introduced to provide access to each central courtyard, and separate the buildings.

6.1.10 Building Length

Buildings are broken down in order to relate to the surrounding urban context, improve the pedestrian experience, and improve internal apartment amenity. Each building is not longer than 60 metres in length.

6.1.11 Building Interfaces and Vertical Rhythm

The façades of each building will be carefully considered to provide a high quality architectural frontage with a fine-grain rhythm that promotes a pedestrian priority precinct and a human scale to new streets. Vertical articulation with vertical breaks are encouraged, helping to define building entrances, light wells or urban greening, and helping to visually break down long continuous buildings so that they appear to be separate forms. Wind climate design will ameliorate wind conditions at street level and within public spaces,

and acoustic treatments will address the impact of existing and potential noise.

Building openings such as windows, doors and balconies will create a sense of depth, rather than a two dimensional surface. Where appropriate, internal uses can be visible from the street, showcasing the activity inside. Habitable room windows and balconies will be located and designed to avoid direct views to other habitable spaces, and will ensure maximum sunlight to these spaces.

Active street frontages and windows at upper levels will enhance passive surveillance opportunities, contributing to street life and safety throughout the site.

Development will allow for a coordinated strategy for ground floor uses that creates vibrant and active street frontages and diversity of economic activity and avoids vacancies. This will ensure high levels of public interaction and diversity of activity.

The design and curation of ground floor interfaces should ensure a high-quality pedestrian experience. This should be achieved by:

- Creating vibrant and active street frontages that provide for high levels of public interaction and diversity of activity.
- Ensuring a legible street with easily distinguishable points of entry, threshold and refuge.
- Ensuring adequate passive surveillance of the public realm.
- Providing a sense of transition between public and private space and ensure adequate privacy for residents.
- Ensuring that retail and commercial tenancies are designed to be fit for their purpose and can be adapted over time.
- Ensuring pedestrian connections are legible throughout the site and between uses, with easily distinguishable points of entry, threshold and refuge.
- Providing visual and physical connections between residential

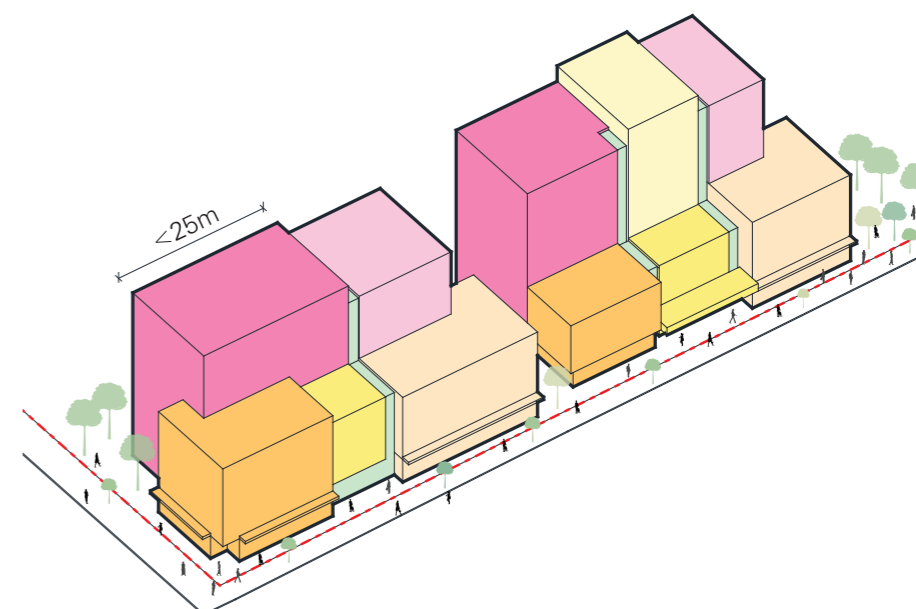
entrances and open space.

- Providing for weather protection, landscape and greenery in building façades and thresholds.

6.1.12 Transition Zone

Each building should have a 'transition zone'. Within this zone, building façades may cantilever and step out, but only to respond to the functional use inside, creating a more robust building that can adapt over time as needs change. Superficial articulation that does not respond to the internal uses should be avoided.

Within the transition zone, balconies, canopies, pergolas, built-in seating, frameworks for sun-shading and urban greening help soften the building interface. Additional elements will serve a functional purpose rather than being applied as mere decoration.



77 VERTICAL UNDULATION



78 ACTIVE GROUND FLOOR INTERFACES



79 ACTIVE GROUND FLOOR INTERFACES

6.1.13 Building Heights and Setback Controls

Table 1 outlines preferred height and setback controls which provide guidance for future development and are generally in accordance with the DPO16. The preferred heights and setbacks are shown indicatively at Figure 76 and provide an example of how building massing may be distributed across the site.

At the planning permit stage, building heights and setbacks may be varied (height increased and or setbacks reduced) from Table 1, to respond to the site's evolving context and subject to detailed design analysis demonstrating that an appropriate urban design outcome is achieved, including:

- A transition between buildings;
- The avoidance of a 'canyon' effect within new and existing streets; and
- Generally locating taller components of the development toward the centre of the site.

Table 1 - Preferred Height and Setback Controls

Street Interface	Distance from Boundary	Maximum Height within Setback	DP Response
Queens Parade	0-8 metres	20 metres (6 storeys)	Compliant
	Greater than 8 metres	33 metres (10 storeys)	Compliant
Smith Street between Queens Parade and Council Street	0-3 metres	0m	Compliant
	3-8 metres	17 Metres (5 storeys)	Compliant
	Greater than 8 metres	33 metres (10 storeys)	Compliant
Smith Street between Council Street and Alexandra Parade	0-3 metres	0m	Compliant
	3-11.5 metres	33 metres (10 storeys)	Average of 17 metres (5 storeys), with a mix of 14 metres (4 storeys), 17 metres (5 storeys) and 20 metres (6 storeys) on the corner of Smith Street and Alexandra Parade
	Greater than 11.5 metres	33 metres (10 storeys)	Compliant
Alexandra Parade between Smith Street and Village Street	0-22 metres	33 metres (10 storeys)	Compliant
	Greater than 22 metres	33 metres (10 storeys)	Compliant
Alexandra Parade between Village Street and George Street	0-1 metres	0m	Compliant
	1-22 metres	33 metres (10 storeys)	Compliant
	Greater than 22 metres	33 metres (10 storeys)	Compliant

Table 1 - Preferred Height and Setback Controls (continued)

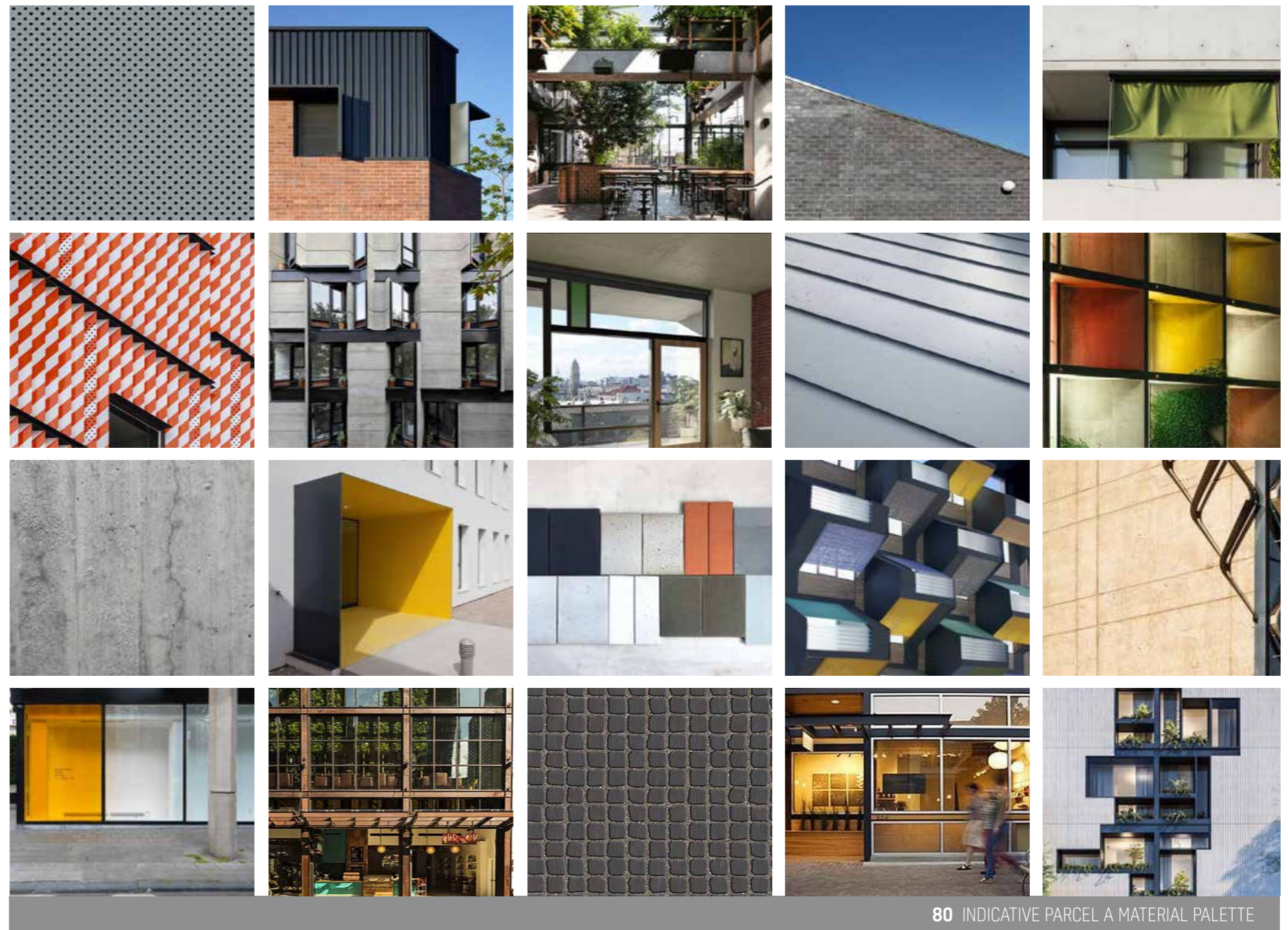
Street Interface	Distance from Boundary	Maximum Height within Setback	DP Response
George Street	0-2 metres	0m	Compliant
	Greater than 2 metres	33 metres (10 storeys)	Compliant
Gore Street easement	0-3 metres	Average of 8 metres (2 storeys), with a mix of 5 metres (1 storeys), 8 metres (2 storeys) and 11 metres (3 storeys)	Compliant
	Greater than 3 metres	33 metres (10 storeys)	Compliant
Northern facade of valve house	0-10 metres	0m	Compliant
	10-18 metres	20 metres (6 storeys)	Compliant
Eastern facade of valve house	0-9 metres	0m	Compliant
	9-20 metres	20 metres (6 storeys)	Compliant

6.2 Parcel Visions

6.2.1 Parcel A

Parcel A is located to the south-west corner of the precinct and has a frontage to Alexandra Parade and George Street. Its identity will draw on the character of Fitzroy and Collingwood. The retention of the historic Valve House and the robustness of the architectural language and materials speaks of the industrial heritage of these neighbourhoods. The materials and character of Parcel A will be honest and robust, providing a background that highlight the neighbourhoods industrial and creative history.

Northern and eastern entryways to this precinct should reference the industrial framing that provides moments for urban greening. Western and southern entryways to this precinct should reference the former brick wall that ran along Alexandra Parade and George Streets, but provide contemporary cuts and openings or breeze blocks to allow glimpses of the activity inside.

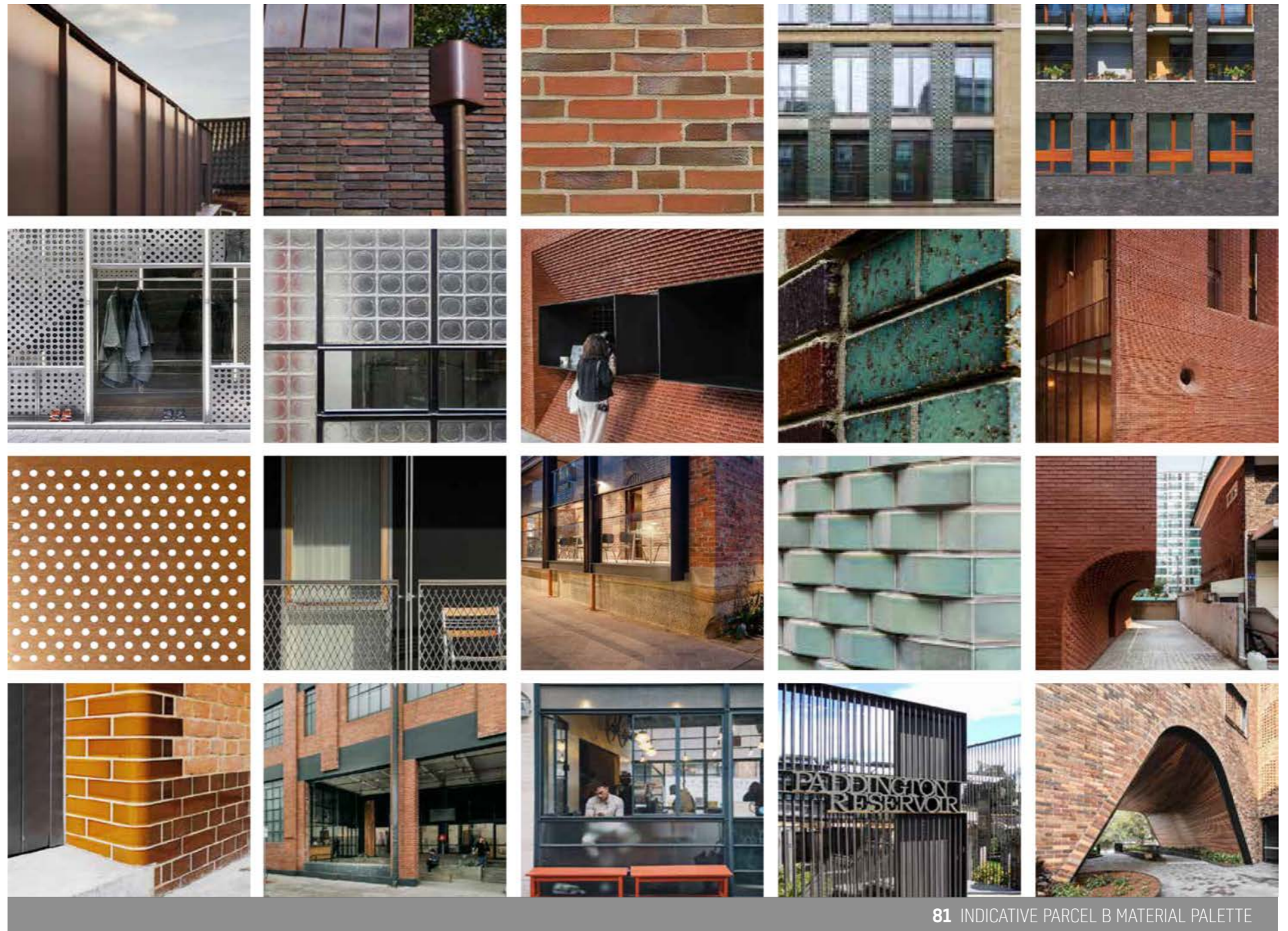


80 INDICATIVE PARCEL A MATERIAL PALETTE

6.2.2 Parcel B

Parcel B to the South East interface of Alexandra Parade and Smith Street should draw on the character of Collingwood and Fitzroy. Parcel B borrows from the urban industrial heritage of Collingwood and elevates the precinct through the introduction of steel framing and urban greening. The materials and character of Parcel B should reflect Collingwood's urban and 20th Century industrial character. Materials should reference industrial elements, such as the brick warehouses and industrial steel elements. Robust mixed-batch brick should be heavily referenced in this quarter, with red and brown tones complemented by copper green entrances, canopies and other finely crafted details at the ground floor. Moments of vertical greening and roof terraces soften and bring life to an austere base.

Entryways to this precinct should reference the use of brick and structural masonry elements, such as archways. Entryways may also be made of black steel, with steel lettering spelling out the name of the precinct, building names or other important wayfinding elements.

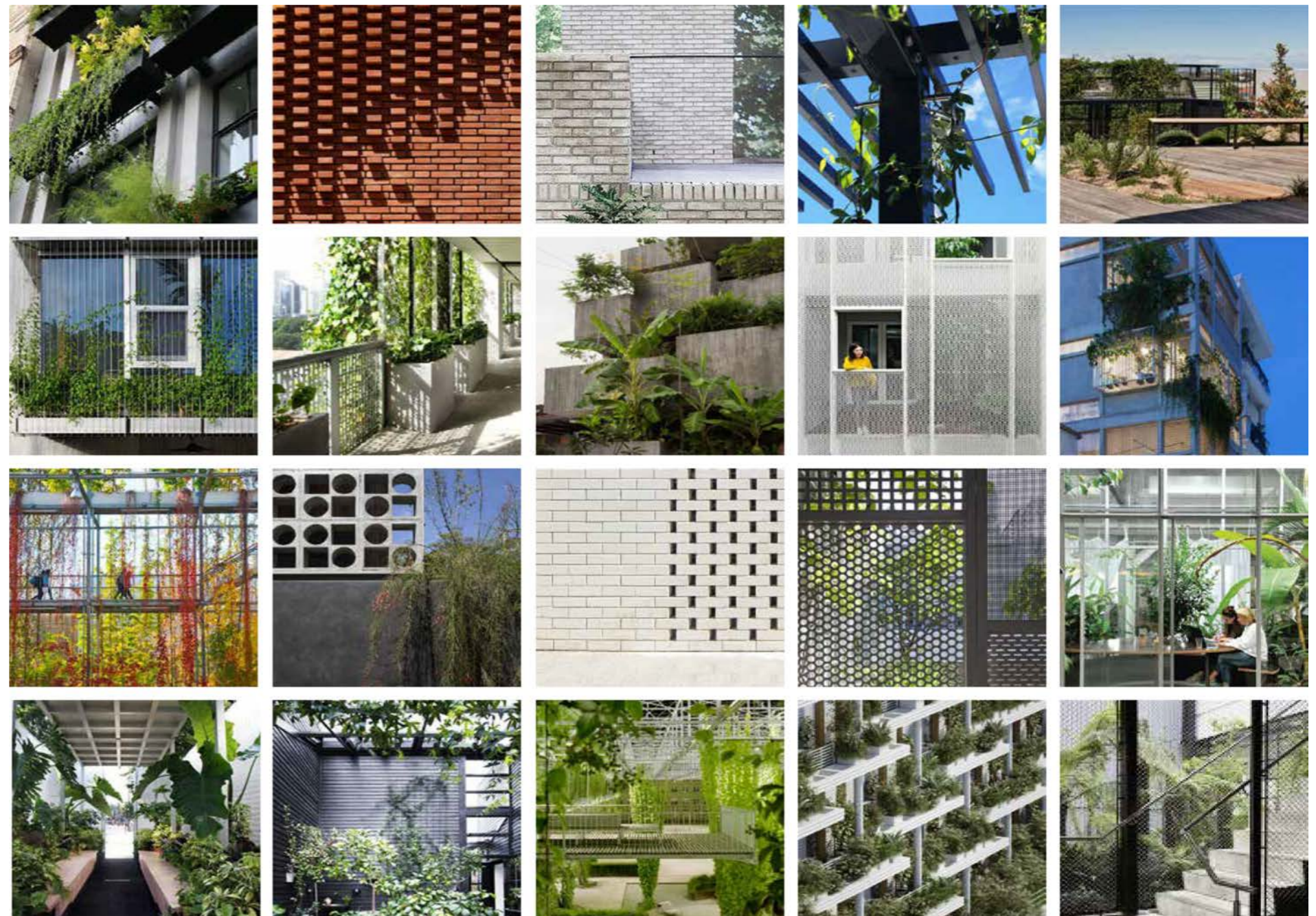


81 INDICATIVE PARCEL B MATERIAL PALETTE

6.2.3 Parcel C

Parcel C to the north-east interface of Queens Parade and Smith Street should draw on the parklands and backyards of Fitzroy North and Clifton Hill. Parcel C links to the Edinburgh and Darling Gardens as a lush, green village that engages with the local community. The materials and character of Parcel C should reflect the leafy character of Fitzroy North and the nearby Edinburgh Gardens, with high-quality materials and finishes throughout. A textured brick base of terracotta and cream is layered with lightweight screens, balconies, walkways, canopies and rooftops, providing ample opportunities to intergrate lush greenery.

Entryways to this precinct should incorporate light framework elements that provide opportunities for lush greenery.



82 INDICATIVE PARCEL C MATERIAL PALETTE

Development Plan Response

Part 7.0 Affordable Housing

This section outlines how the Development Plan responds to the following requirements of DPO16:

Development Plan Components

- Provide a range of dwelling types to cater for a variety of housing needs including the provision of 20% of dwellings as Affordable Housing (as defined at section 3AA of the Planning and Environment Act 1987).





7.1 Affordable Housing Strategy

The Affordable Housing Strategy for this site targets delivery of 20% of dwellings as Affordable Housing. The strategy comprises two primary delivery models:

- Social Housing, that is subject to State funding will be either; owned by the State and operated by a Registered Housing Agency, or owned and operated by a Registered Housing Agency; and
- Market Affordable Housing comprising market products such as affordable rental and affordable purchase products with flexibility for a range of delivery models and tenures.

The ability of the site to deliver any significant amount of Social Housing is entirely dependent on securing State funding support. If State funding is not secured, the targeted delivery of 20% of dwellings as Affordable Housing will be met primarily through affordable market products with the flexibility for other innovative Affordable Housing models to be applied.

7.2 Development Response

7.2.1 Allocation

Affordable Housing is to be allocated according to the adopted delivery model:

- Social Housing : 100% of Social Housing dwellings is to be allocated to eligible households on the Victorian Housing Register (VHR).
- Market Affordable Housing: Market Affordable Housing dwellings will be allocated to eligible households earning within the Victorian Government-defined income bands, updated annually by the Governor in Council Order. An assessment will be made to validate that households earn within the designated Affordable Housing income bands.

7.2.2 Affordability

The measure of affordability is dependent on the adopted delivery model:

- Social Housing: No more than 25% of household income is spent on rent and is only provided to eligible tenants from the VHR.
- Market Affordable Housing, rental product: Affordable rents are calculated assuming 30% of household income is spent on rent.
- Market Affordable Housing, purchase product: No more than 30% of household income is spent on mortgage. Price points are to be within the purchasing capacity of target households.

For other Affordable Housing models not captured within these three broad categories, affordability is assumed to mean that housing costs [either mortgage or rent] will be no more than 30% of household income. As specified in Section 7.2.1 Allocation, to be eligible for Affordable Housing households must earn within the Victorian Government-defined income bands. In all delivery models the dwelling is to be appropriate to the needs of the household occupying it.

7.2.3 Longevity of Benefit

Social Housing dwellings must be provided in perpetuity for the use of tenants from the VHR, or as otherwise agreed by the Director of Housing.

For Market Affordable Housing a binding Development Agreement will require the selected developers to deliver a minimum proportion of Affordable Housing on their site in a form that is consistent with the Planning and Environment Act 1987, and that satisfies the Responsible Authority.

7.2.4 Tenure

The tenure of Affordable Housing is to be secure and provided to eligible households as defined by the Planning and Environment Act:

- Social Housing: Where Social Housing is delivered, it must be operated by a Registered Housing Agency (RHA), as per the requirements set by the Director of Housing and the Victorian Housing Registrar.
- Affordable Housing as a rental product: Secured through a lease agreement as provided for in the Residential Tenancy Act 1997.
- Affordable Housing as a purchase product: Available to owner occupier households that meet the specified income eligibility thresholds.

7.2.5 Type (Built Form)

To ensure Affordable Housing appropriately responds to estimates of current and forecast demand, the following dwelling mix is suggested for the Affordable Housing components of the development [noting that the final mix may vary from building to building or between delivery models]:

- Up to 60% 1-bedroom and studio apartments with no more than 25% of the total being studio apartments.
- Up to 60% 2-bedroom apartments.
- Up to 10% 3-bedroom (or larger) apartments.

7.2.6 Location

Affordable Housing is proposed to be located throughout the development. Where Social Housing is delivered, subject to State funding, it will likely be delivered in a single building.

7.2.7 Integration

Affordable Housing dwellings will be of high design quality and tenure-blind, and integrated within the site either:

- As single purpose Affordable Housing buildings distributed within the site; or
- As Affordable Housing within mixed tenure building.

7.2.8 Staged Delivery

- Where Affordable Housing is to be delivered on a staged basis, the developer is required to ensure that a minimum of 80% of the proposed Affordable Housing within their site is delivered to the satisfaction of the Responsible Authority, prior to the final planning permit approval being granted.

7.3 Implementation

Any future planning permit application is to be supported by a report that sets out how the development response aligns with the requirements of section 7.2, and at a minimum specify the following:

- The Report must set out how the development will respond to the following requirements:
 - Affordable Housing response including percentage of total dwellings, number and proportion of studio, 1 bedroom, 2 bedroom and 3+ bedroom dwellings and alignment with assessed housing need.
 - The indicative location within the development and individual buildings, including confirmation that the dwellings will be externally indistinguishable from other dwellings, and the proposed maximum number of Affordable Housing units for any single floor.
 - Evidence establishing that the arrangement is expected to result in an appropriate affordability outcome for an Eligible Household, defined in accordance with the Planning and Environment Act 1987.
 - Demonstrate how the proposed ownership, management and/or legal agreements supports the delivery of Affordable Housing.
 - Status of Affordable Housing delivery across the Fitzroy Gasworks Precinct.





Development Plan Response

Part 8.0 Movement

This section outlines how the Development Plan responds to the following requirements of DPO16:

Development Plan Components

- Create pedestrian and bicycle access into and through the precinct to support its development and integrate activity in the area with surrounding neighbourhoods.

Site Design and Land Use

- Design effective traffic management and car parking to service the whole site.
- Innovative approaches to car parking provision will be considered.
- Provide for safe and convenient pedestrian, cyclist and vehicular access.
- Minimise vehicle entries to reduce impact on footpaths.
- Provide a new tram stop on Smith Street which is compliant with the requirements of the Disability Discrimination Act 1992 (DDA).
- Provide two bicycle spaces per dwelling.
- Design vehicle access and egress to and from the site to avoid tram delays along Smith Street.

8.1 Pedestrians

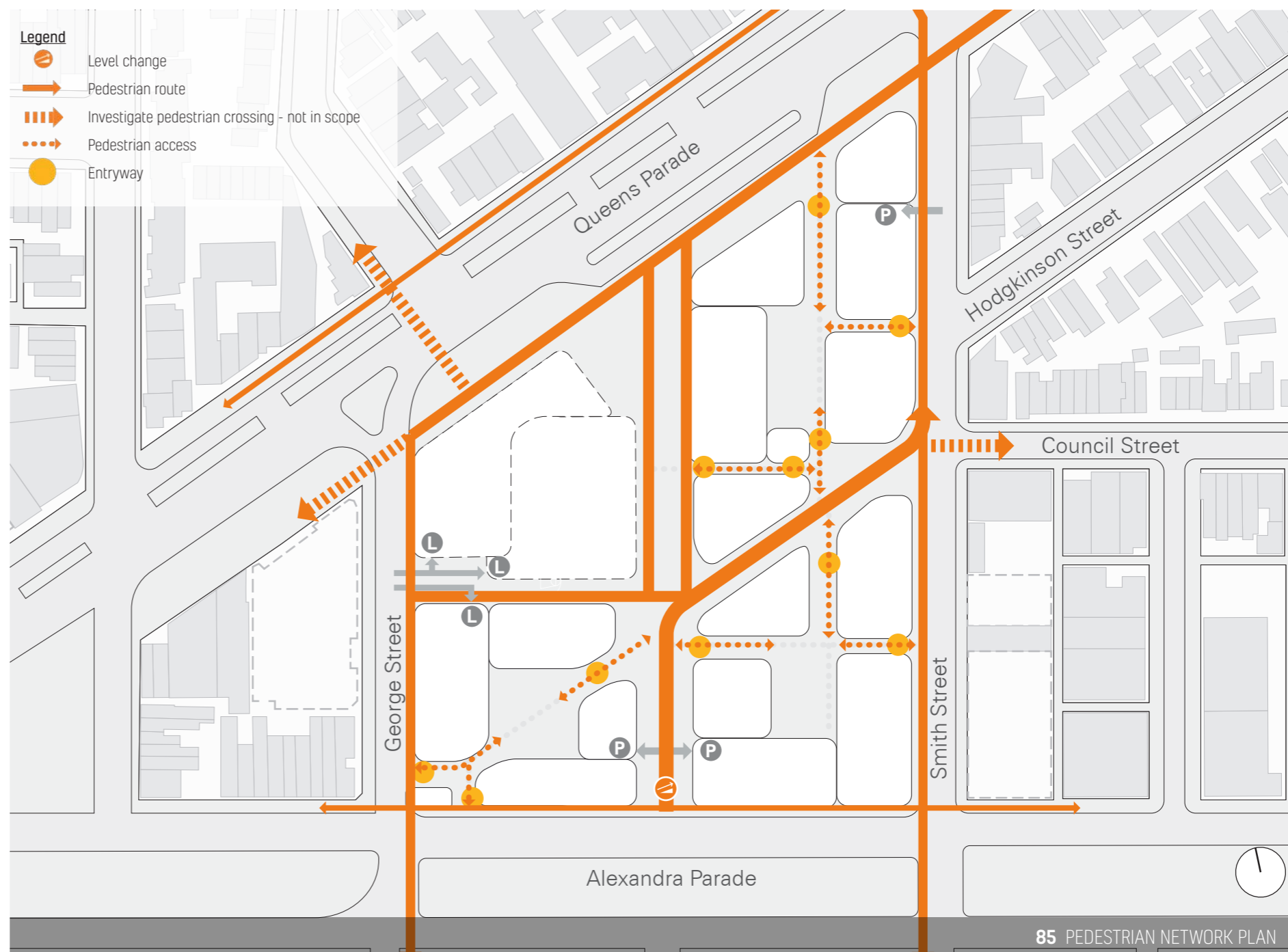
The Fitzroy Gasworks development will incorporate a mix of residential, commercial and community spaces. The commercial and residential developments will be distributed across three different parcels of land. The following transport related strategies have been proposed on the basis of approximate land use allocation across the site, it should be noted that these are subject to change and should be treated as indicative:

- 1,114 dwellings;
- 112 hotel rooms / accommodation;
- Community space; and
- 6,420 sqm. of flexible space.

Careful consideration will be given to the design of pedestrian, cycling and vehicular connections throughout the site to create safe and convenient access, support development and integrate activity between the site and surrounding neighbourhood.

This precinct will be a pedestrian-prioritised neighbourhood. The new internal road (Village Street) will be a shared street, with slow traffic speeds and high pedestrian amenity. A series of clear pedestrian walks will be created through the site, complemented by a network of laneways providing access through internal courtyards.

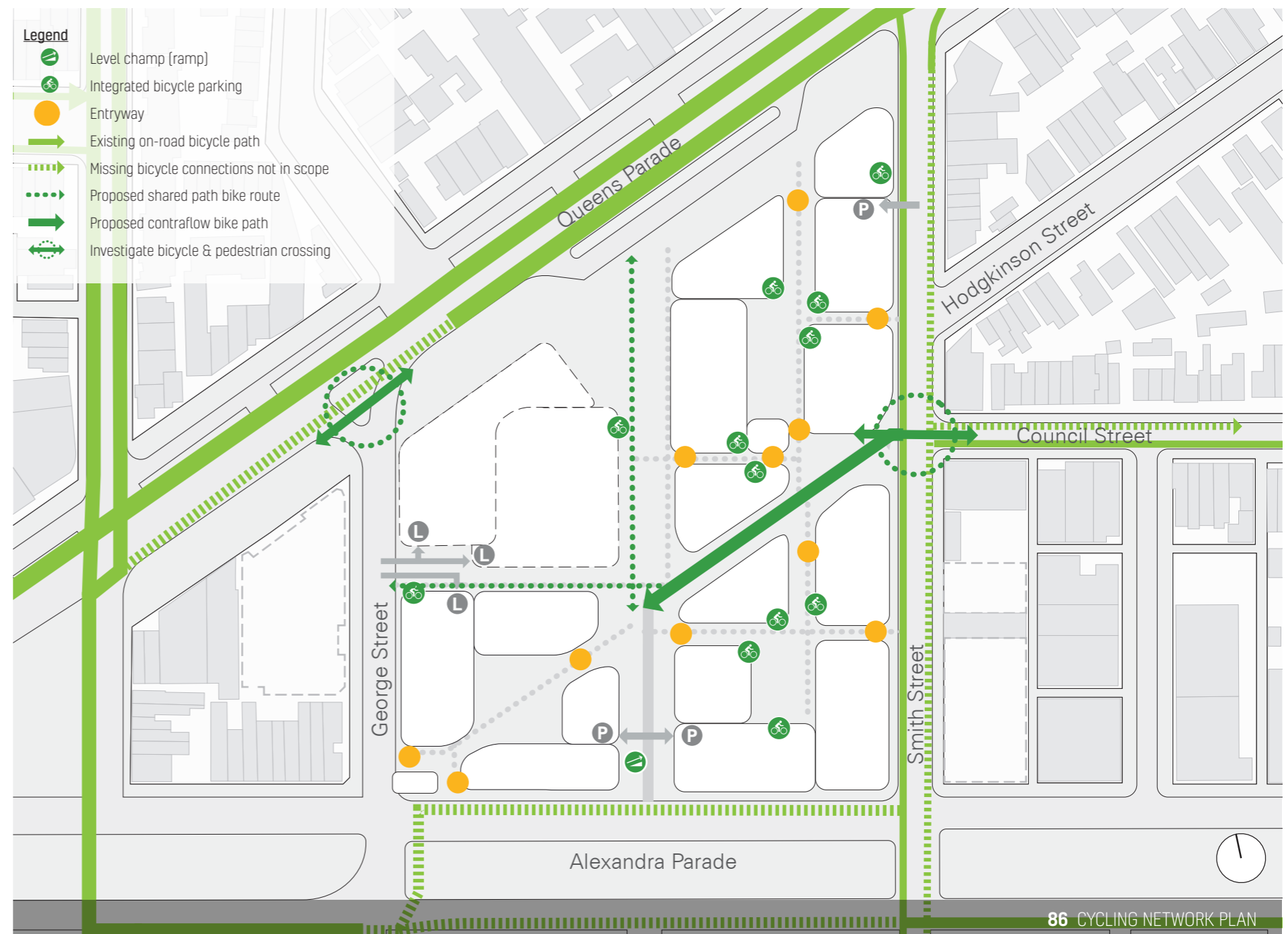
All footpaths must be designed and delivered in accordance with the principles outlined in the Australian Model Code for Residential Development (AMCORD) for pedestrian facilities.



8.2 Cycling

This precinct will make the most of its location close to major bicycle paths on Queens Parade, Napier Street and Wellington Road, and the high provision of bicycle parking on the site to make cycling a preferred transport method for residents within the precinct. Cycling access will be provided throughout the site through a series of primary and secondary bicycle connections. Slow speed cycle access will be encouraged through the site in the design of the shared street and pedestrian connections, encouraging local travel. High-speed cycling through the site will be discouraged, to minimise potential conflicts with pedestrians.

Two bicycle parking spaces are provided per dwelling.



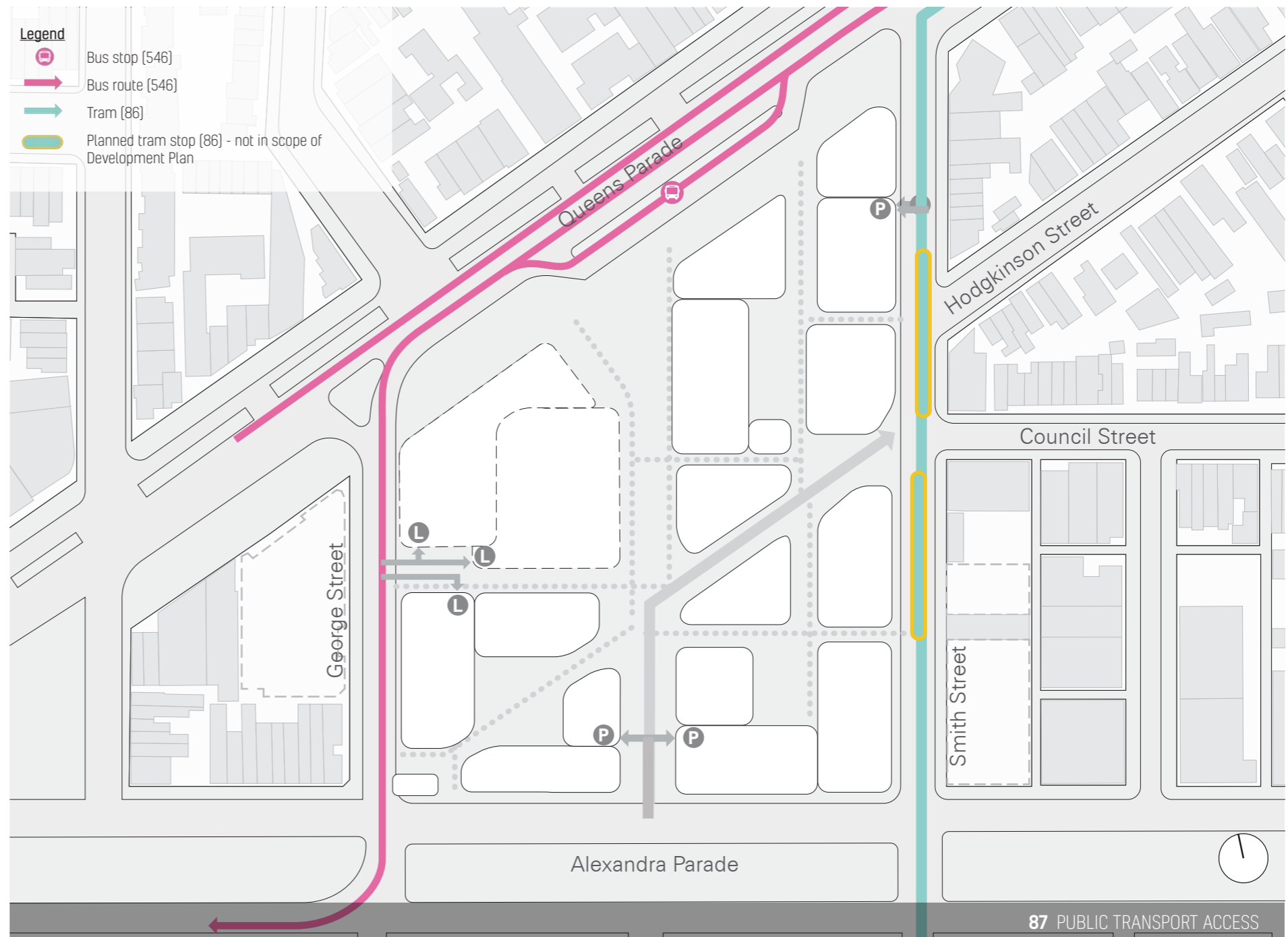
8.3 Public Transport

8.3.1 Bus

An existing bus stop on Queens Parade will service the school, sports courts and the whole precinct. This stop currently serves the 546 Heidelberg Station - Melbourne University - Queen Victoria Market bus.

8.3.2 Tram

The site is served by the 86 Bundoora RMIT - Waterfront Docklands tram along Smith Street. While development will be designed to support a planned new tram stop located on Smith Street, the planned tram stop works fall outside of the scope of this Development Plan and are subject to separate approval processes and negotiations with other authorities.



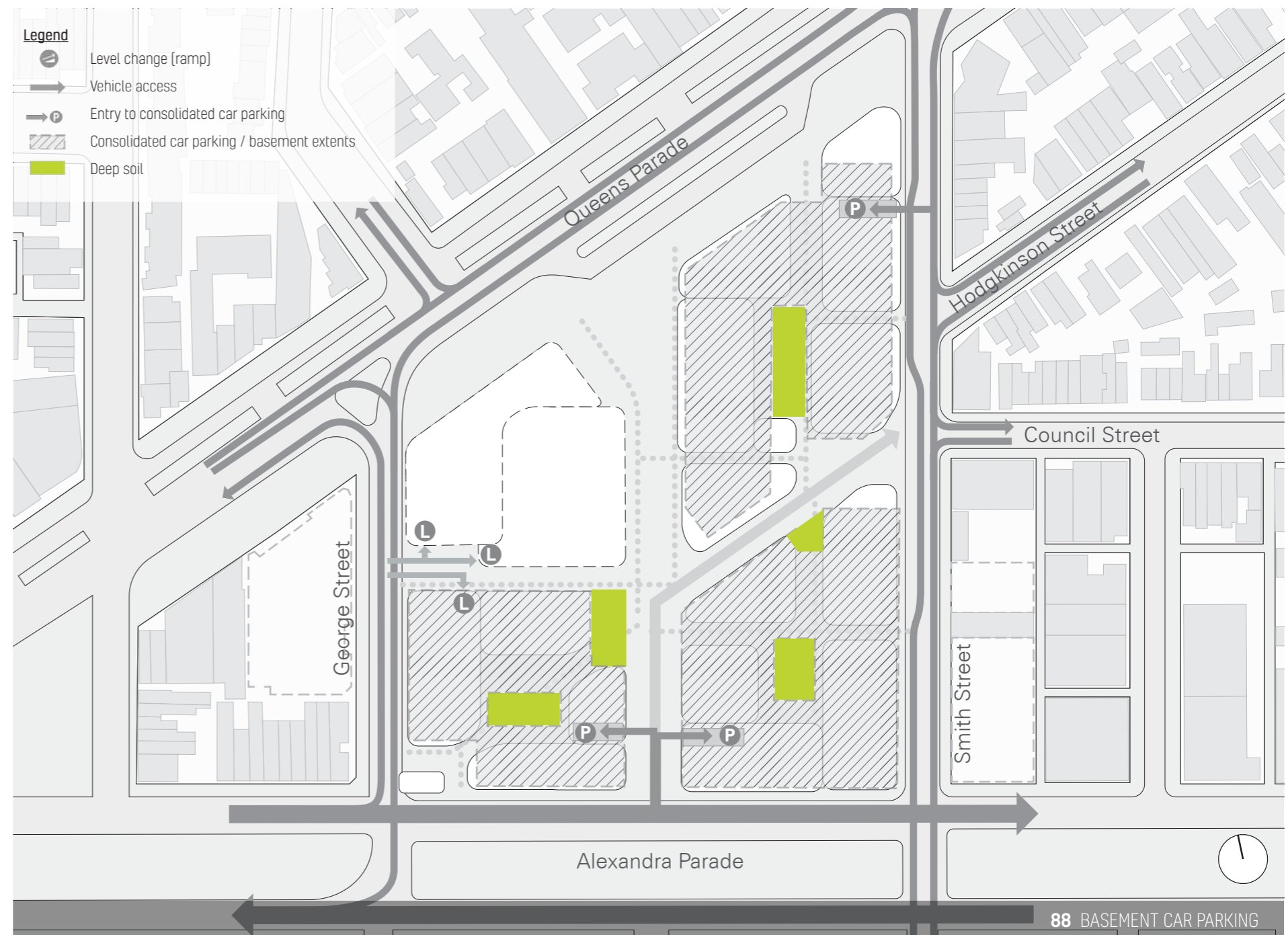
8.4 Private Vehicle Access and Car Parking

Car park entrances will be limited to three across the site, with pick-up and drop-off along Village Street and one-way access along Village Street, thereby reducing impacts on pedestrian footpaths and avoiding delays to Smith Street trams. There will be approximately 790 car spaces provided within the precinct boundary. These will be consolidated on the site to improve the efficiency of use of the car parking asset and to minimise cross-overs throughout the precinct.

Most of these car parking spaces will be provided within the basement of the various development parcels across the site. Only DDA and short-term drop-off is to be provided along Village Street.

Vehicle access points within the site should be designed to prioritise pedestrian movement as well as minimise conflict between pedestrians, bicycles and vehicles. Private vehicular access is to be limited. To achieve this, the following design requirements should be met:

- access points to car parking, loading and unloading and pick-up/ drop-off areas as shown in Figure 87 and Figure 88.
- a shared street with bike paths and clear pedestrian routes as per Figure 85 Pedestrian Network Plan and Figure 86 Cycling Network Plan.
- all private car parking located in basements.
- extent of possible basement limited as shown in Figure 88 Basement Car Parking.



The precinct will prioritise pedestrian access and amenity throughout and minimise the impacts of vehicular movement by creating a shared village street. Materiality and plantings will emphasise pedestrian priority and limit vehicular movement within the precinct.

Design of vehicle access should:

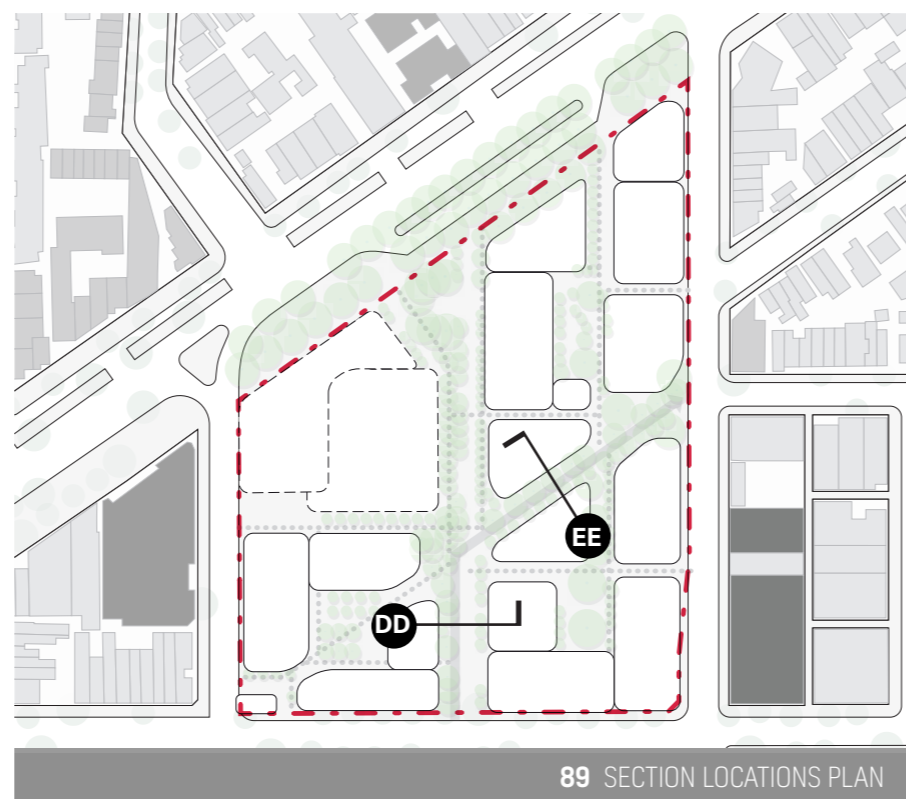
- Create a high-quality 'Village Street' that prioritises the movement of pedestrians and cyclists over motorists.
- Use landscaping, street furniture and public realm treatments to control vehicle movement and signal to motorists entering the precinct that they are entering a pedestrian priority environment.
- Ensure legible streets and pedestrian connections with easily distinguishable points of entry and thresholds.
- Provide for local traffic access at low volumes only, with loading access and DDA compliant parking.
- Ensure vehicle loading within the development is accessible and safe, while prioritising pedestrian and cyclist movement within the development.
- Provide temporary access to vehicles for maintenance, servicing, emergency access and events within the development.

Visitor and disabled car parking should:

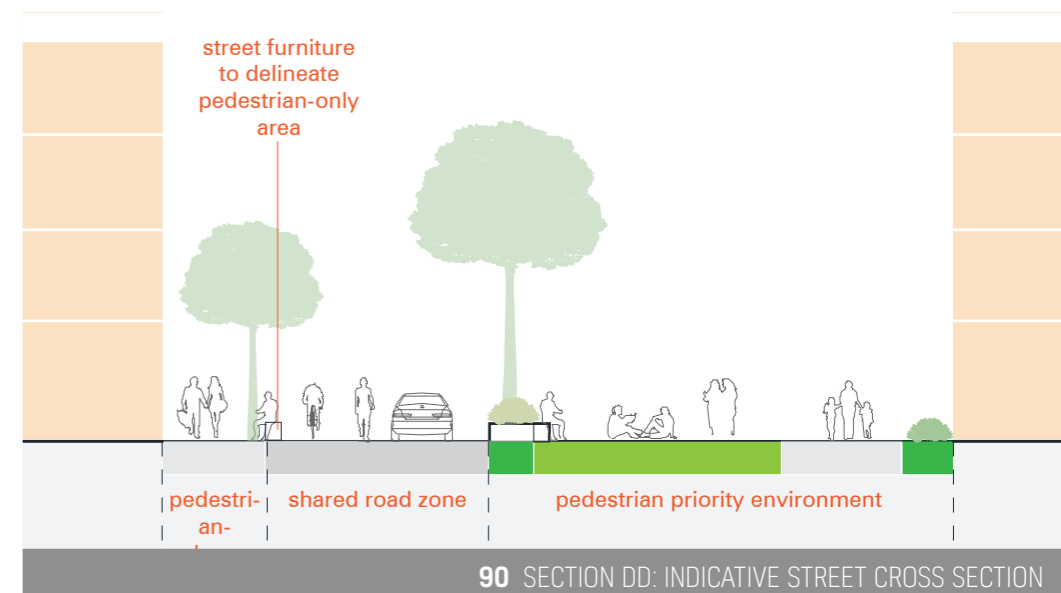
- Prioritise green and sustainable modes of travel, including the provision of infrastructure and initiatives to reduce reliance on private vehicle travel.
- Use landscaping, street furniture and public realm treatments to delineate between designated parking areas and the rest of the street.
- Use landscaping, street furniture and public realm treatments to

signal to motorists entering the precinct that they are entering a pedestrian priority environment.

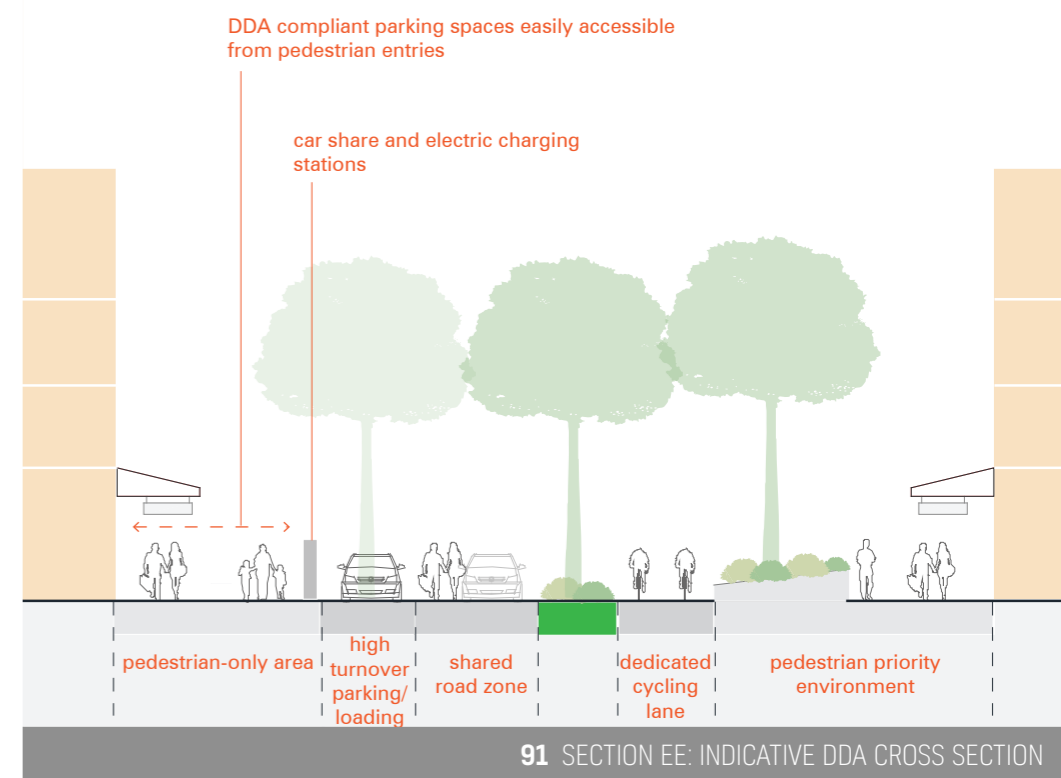
- Ensure car parking and loading access within the development facilitates high turnover.
- Ensure DDA compliant parking spaces are easily accessible from pedestrian entries to residential buildings and community facilities.
- Ensure vehicle loading within the development is accessible and safe, while prioritising pedestrian and cyclist movement within the development.
- Provide temporary access to vehicles for maintenance, servicing, emergency access and events within the development.



89 SECTION LOCATIONS PLAN



90 SECTION DD: INDICATIVE STREET CROSS SECTION



91 SECTION EE: INDICATIVE DDA CROSS SECTION

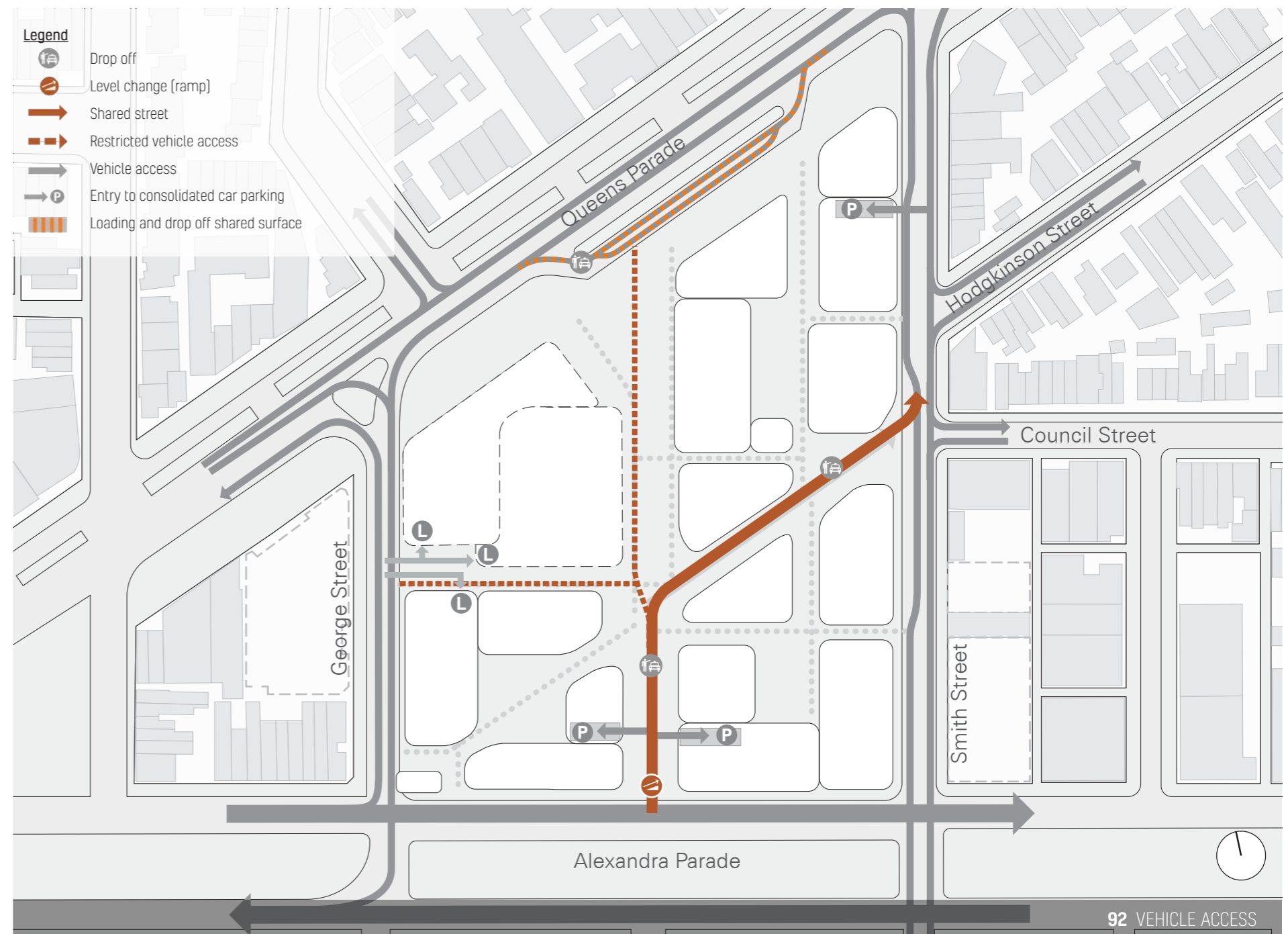
8.5 Service and Emergency Access

Service and emergency access will be provided throughout the site. Waste collection, loading and utility access is preferred to occur in basements and is subject to further design detail and assessment at the time of lodgement of individual planning applications.

Alternatively, secure refuse locations can be provided at ground floor within private developments to enable waste collection by larger vehicles via the internal streets. Under no circumstances are waste bins to be stored or collected from within the public realm.

Service access for the school and future sports will be provided via a two-way lane immediately south of the school. Restricted access will be provided on paved paths that are engineered to take the weight of vehicles in the Gore Street easement, controlled via bollards. This will allow intermittent access for loading, maintenance, setting up events and emergency access and provides effective management of traffic and parking across the whole site.

Wherever building services are located at ground level careful consideration is to be given to the design of the enclosures to minimise negative impact on the public realm.



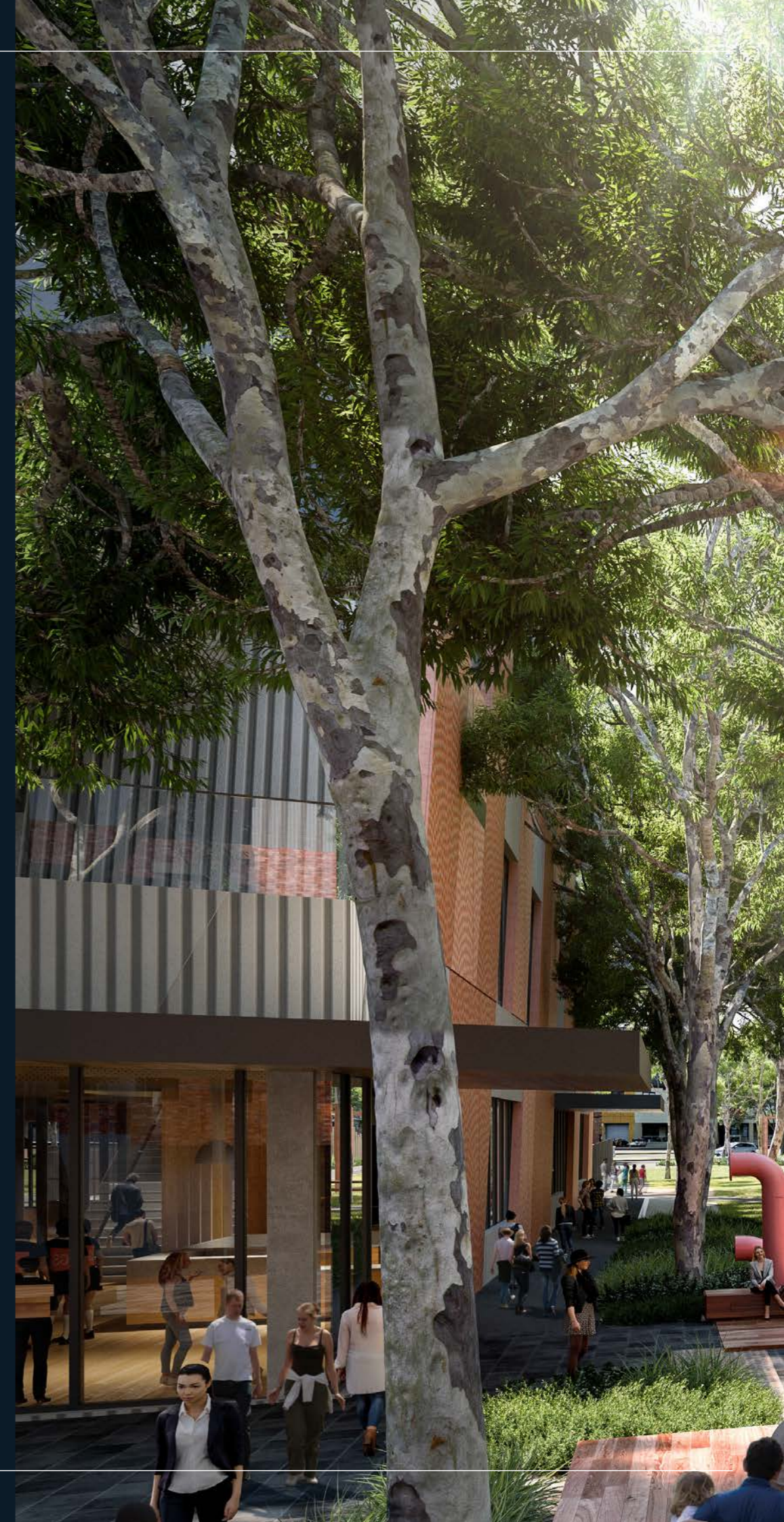
Development Plan Response

Part 9.0 Environmentally Sustainable Design

This section outlines how the Development Plan responds to the following requirements of DPO16:

Development Plan Components

- Incorporate sustainable design features to address water management, solar access and innovative energy saving initiatives.





9.1 Environmentally Sustainable Design

In order to ensure delivery of Fitzroy Gasworks Sustainability Objectives, the following measures are required to be met across the site.

9.1.1 Energy Conservation

The following strategies aim to reduce the site's operational energy use and associated greenhouse gas emissions and resource use, as well as limit the site's peak electricity demand.

- Installation of solar photovoltaic (PV) arrays for energy generation via roof mounted systems to most buildings onsite. As part of the project's Green Star submission, the project is providing a modelled 30% of total energy use for the precinct to be from onsite solar generation. This will be from at least 850 kW of solar PV across the site. The specific arrangement for each building will be subject to refinement during detailed design.
- All infrastructure lighting (traffic lights, streetlights etc.) to be LEDs.
- Utilise lighting controls systems (e.g. occupancy sensors, daylight sensors etc.), where technically possible and appropriate.
- The future apartment blocks will be required to meet an average minimum of 7 Stars NatHERS Energy Rating. This is above the minimum National Construction Code (NCC) requirement of an average 6 Stars and indicates that apartment blocks will still maintain high level of energy ratings. Higher energy ratings generally imply more sustainable design i.e. the higher the rating, the less energy is consumed by the building. This also helps to improve occupant thermal comfort and affordability through reduced energy bills.
- Buildings to exceed the minimum standards set in the NCC 2019 for insulation and glazing. A specific % improvement has not yet been agreed due to the limited industry application of the 2019

requirements on the type of retail and commercial tenancies likely to be built on this site. Hence the site has, at least initially, opted for the high amount of renewable energy from solar PV (as outlined above) as this commitment can be well understood.

- Apartment buildings to be provided with openable windows where technically possible, particularly for habitable spaces e.g. bedroom and living rooms of apartments. This allows occupants to utilise natural ventilation to cool passively when conditions are suitable, reducing reliance on HVAC energy use.
- Future buildings to achieve good passive design through:
 - The masterplan layout enables opportunities for passive design in the buildings; it is noted that the building design and layout will be under the scope of the developer for each lot, and the project at this stage has opted to stipulate performance standards for passive design in the form of increased NatHERS ratings. However, the current masterplan indicates apartment building designs that minimise the extent of south facing apartments to promote passive heating, and balcony placement to these façade orientations to assist in shading the peak solar gains.
 - External shading devices such as eaves and overhang.
 - Above min. NCC insulation and glazing requirement.
- The project's design towards net zero emissions is based on:
 - Significant onsite renewables generation as outlined above, and;
 - Demand reduction as outlined above.
 - No natural gas provided to the development lots as part of the masterplan: The use of all electric fuel sources (for non-vehicle energy use) onsite which are in line with a trajectory to zero carbon in conjunction with a decarbonising grid.

9.1.2 Water Conservation

Water resources will be utilised efficiently throughout the development. It is noted that specific sizing or committed percentage reductions in water usage are related to the design of the buildings themselves, which is a level of detail beyond the master planning stage. It is targeted that a 30% reduction potable water demand be met through fixtures selection and on-site rainwater systems. Strategies to achieve this are:

- Reduce potable water usage through the inclusion of efficient fittings and fixtures to reduce the volume of mains water used. Water appliances and fixtures will be selected within one star of the Water Efficiency Labelling Scheme (WELS) rating of the best available.
- Rainwater tank(s) are to be mandated for each apartment building to harvest rainwater for onsite non-potable water use e.g. toilet flushing and irrigation, where technically possible. This will not only reduce potable water use but also reduce and attenuate the stormwater flows from roof areas to the local stormwater system. The specific sizing of rainwater tanks is beyond the scope of this master planning stage.
- Native and drought tolerant plants (e.g. xeriscaping) to be introduced where technically possible for the planter boxes and landscaped areas on-site.
- Selection of water efficient irrigation systems, where irrigation systems are required.

9.1.3 Water Sensitive Urban Design

Stormwater impacts on catchments are to be reduced, consistent with the general principles as detailed in Urban Stormwater Best Practice Environmental Management Guidelines (Melbourne Water). Strategies to achieve this are:

- Rainwater tanks will be included on the site which help to manage the stormwater runoff volumes.
- Raingardens will be adopted which are proposed to take the form of tree pits. Additional treatment options may also be considered in detailed design.
- Permeable pavement to selected areas. The project is targeting at least 8% of area as pervious space.
- Through preliminary MUSIC modelling the project is achieving over and above the compliance levels of the Green Star Communities Stormwater credit for best practice levels pollutant reduction and runoff volume management i.e. reduction in Total Phosphorus (TP), Total Nitrogen (TN), Total Suspended Solids (TSS) and gross pollutants. These requirements are consistent, and in some areas higher than, the Melbourne Water requirements.
- 25% permeable area and 30.5m² of bioretention in the form of raingarden areas within the public realm.

Stormwater management under the construction stage will fall within the Construction Environmental Management Plans (CEMP) of the Contractors. These plans will be mandated to meet the best practice requirements under the Green Star Communities Environmental Management credit.

9.1.4 Waste Management

The total amount of waste sent to landfill during both construction and operation will be reduced. Strategies to achieve this are:

- The project will be including the following operational waste initiatives in addition to standard landfill waste collection:
 - Public place recycling scheme;
 - A residential recycling scheme, and
 - Residential composting or Green Waste scheme, which is likely to take the form of a FOGO (Food Organics and Garden Organics) system.
- Implement Waste Management Plan or relevant section within the general construction management plan, which includes the provision of appropriate recycling and waste stream segregation during construction works as per the relevant Green Star credit.
- Project to achieve 80% of construction waste to be recycled or reused.
- All waste disposal points within the common areas of buildings are to include both recycling and general waste.

9.1.5 Sustainability Practices in Demolition and Construction

Environmental impacts of demolition and construction will be limited through the use of materials/products with a favourable life cycle assessment in terms of recycled or reused content, likely end-of-life disposal, embodied energy, biodiversity and human health. Strategies to achieve this are:

- All timber used in the development encompassing both built form and the public precinct areas will be Forest Stewardship Council (FSC) or Program for the Endorsement of Forest Certification (PEFC) certified.

- All steel used in the development for built form and in public precinct areas will be sourced from a Responsible Steel Maker.
- Buildings within the project will have the following as benchmark:
 - All thermal insulants and refrigerants used in the project are to be zero Ozone Depletion Potential (ODP) in their manufacture and composition.
 - Preference will be given to local building materials where these are available to fulfil the required performance and value parameters.
 - Permeable paving should be utilised to reduce stormwater overland flows and pollutants via ground infiltration.
- To manage impacts during construction practices, the head contractor is to implement an environmental management system and project specific environmental management plan in line with Green Star compliance standards.

9.1.6 Landscape

Provision of habitat, green spaces and climate control will be considered throughout the development as appropriate. Strategies to achieve this are:

- Mitigating urban heat island effect through providing green space in public areas, plus rooftops of buildings to comprise one or more of the following (excluding services areas and where not practical). The preferred option, or mix of options, will include one or more of the following:
 - Low solar absorbance roof finishes with solar reflectance index (SRI)>60%;
 - Hardscaping elements shaded by overhanging vegetation or roof structures;
 - Water bodies and/or water courses;

- Solar panels; and/or
- Roof gardens.
- At least 50% of the total project site area, in plan view will comprise of the final 'mix' of options listed above, which will include minimum areas of each to meet project targets (e.g. Green Star Urban Heat Island effect benchmarks, the project's solar PV mandate, and the food production requirement). It is beyond the scope of this masterplan to specify the exact mix of these three items.
- Productive food gardens will be included onsite. The exact area and management arrangement are still being established, however at least 220 square metres of productive growing area will be included. This will be refined on an appropriate square metre per occupant basis (220 square metres is based on the Green Star rate relative to the number of occupants).
- Project to provide, as a minimum, net improvement in ecological value (as calculated under Green Star) compared to previous development.
- Permeable pavements to selected areas.
- Increased canopy cover to achieve 30% of public space coverage (at maturity). This is in line with the 'Landscape and Public Realm' Report.
- Development lots to submit a Green Factor scorecard and achieving a target score of 0.55. This is a new tool developed by the City of Melbourne to assess green infrastructure (e.g. vertical greening, green façade and planters) in new developments.
- Use of native and local flora species to at least 90% of public realm planting.

9.1.7 Transport

Built environment design will promote the use of walking, cycling and public transport. Strategies to achieve this are:

- The proposed development intends to provide two bicycle parking spaces per residential unit which exceeds the minimum requirement and is a generous provision within the residential developments.
- On-street bicycle parking opportunities via public hoops will also be provided at various locations through the roads and paths within the site.
- The project achieves the maximum possible score under Green Star for 'Walkable Access to Amenities' and 'Access to Fresh Food' through a combination of onsite and existing adjacent facilities and services.
- The site is well served by existing public transport networks, and a new tram stop is being planned to serve the development.

9.1.8 Innovation

The development will consider design features and initiatives that go beyond standard practice. Strategies to achieve this are:

- Financial Transparency - Promote transparency on the costs and benefits of sustainable building practices.
- High quality staff support - Promote positive mental and physical health outcomes of site activities and culture of site workers, through programs and solutions onsite.
- Considerations of car share schemes and electric vehicle parking facilities through the development of Green Travel Plan.
- Employment of community development officer and establishing community group and events to engage and facilitate the development of the project's community.
- Provision of wireless local area network at every activity centre within the development.

Not in Use

Development Plan Response

Part 10.0 Development Plan Requirements

Summary Table

DPO16 Requirement

Develop a mixed use precinct comprising a variety of housing types, community facilities and public open space.

How Addressed

The development will deliver a true 'mixed use' precinct, comprising:

- Dwellings
- Flexible spaces capable of accommodating Specialist Disability Accommodation (SDA), commercial, retail and community uses
- A dedicated space for community use
- Accommodation/Hotel uses
- A secondary school
- A future sports facility
- Public open space
- Communal private open space (courtyards).

Refer to **Chapter 5.0 Land Use**.

Respond to the significance of Queens Parade and Alexandra Parade with built form that considers the design, height and visual bulk of the development in relation to surrounding land uses and developments and contributes to their significance as formal boulevards.

The Development Plan Overlay sets out height controls for the development of the precinct. Careful consideration has been made to ensure that this plan meets these requirements. Setbacks along Smith Street, Queens Parade and George Street, which will ensure an appropriate response to the significance of these road corridors.

Refer to **Chapter 6.0 Built Form**.

Address Smith Street to strongly encourage the use of tram services in connection with development of the site, and to contribute to the streetscape character and vitality of the activity strip along the length of Smith Street.

Flexible ground floor uses will contribute to the vitality and activation of Smith Street, which will encourage pedestrian activity and the use of the planned future Smith Street tram stop by residents.

Refer to **5.0 Land Use**.

DPO16 Requirement	How Addressed
Create useable, safe and accessible public spaces to meet local needs and improve resident amenity and usability.	<p>The proposed Landscape Master Plan provides for a variety of highly accessible, attractive, and useable public realms. Public open space will be provided along and adjacent to the north-south central spine to maximise sunlight access. This space, to be vested in Council, will occupy 8% of the total site area. It will be supplemented by publicly accessible space on the school site, shared street spaces, and communal private open space (courtyards). It will be a requirement that communal private open space at ground level be accessible to the public between sunrise and sunset.</p> <p>The public realm network will be readily accessible to the surrounding community via entryway and laneway treatments along each of the external street frontages.</p> <p>Refer to Chapter 5.0 Land Use.</p>
Create pedestrian and bicycle access into and through the precinct to support its development and integrate activity in the area with surrounding neighbourhoods.	<p>The development will be highly permeable to pedestrians and cyclists, with new streets and laneways punctuating each of the external street frontages. Aside from car park entrances, only one trafficable street will be provided through the development. This will facilitate the prioritisation of pedestrian and bicycle movements. Half of the bicycle parking provided on site will be located at ground level to encourage use.</p> <p>Refer to Chapter 8.0 Movement.</p>
Provide a range of dwelling types to cater for a variety of housing needs including the provision of 20% of dwellings as Affordable Housing (as defined at section 3AA of the Planning and Environment Act 1987).	<p>A mixture of studios, 1, 2 and 3-or-more bedroom dwellings will be provided across the development. An indicative mix of dwelling sizes has been identified, allowing for some flexibility depending on whether the housing is market priced or affordable to moderate income households. 20% of housing (or equivalent) will be provided as Affordable Housing for moderate income households.</p> <p>Refer to Chapter 7.0 Affordable Housing</p>

DPO16 Requirement	How Addressed
Provide community infrastructure to service the needs of the local area ensuring they compliment the adjoining proposed indoor sports courts and integration of the site with the adjoining proposed education facility.	<p>In addition to the school and sports courts (which are subject to separate approvals and Government funding processes), a tenancy is to be provided for community use.</p> <p>Refer to Chapter 5.0 Land Use.</p>
Incorporate sustainable design features to address water management, solar access and innovative energy saving initiatives.	<p>A comprehensive suite of sustainable design features is proposed. These address energy conservation, water conservation, water sensitive urban design, waste management, and demolition and construction practices.</p> <p>The building layout has been designed to allow sunlight access to open spaces, which are generally laid out in a north-south orientation.</p> <p>Refer to chapter 9.0 Environmentally Sustainable Design.</p>
Site Design and Land Use	
Develop a coherent and identifiable precinct.	<p>This Development Plan has been designed to create a coherent and identifiable mixed use precinct comprising a variety of housing types, community facilities and public open spaces. Spaces and sightlines through the site will highlight the restored Valve House which will create a sense of identity for the precinct, linking back to its historic use as the Fitzroy Gasworks.</p> <p>Refer to Chapter 5.0 Land Use</p>
Design to address and activate the public realm, without privatising its amenity.	<p>Flexible ground floor uses, suitable for a range of Specialist Disability Accommodation (SDA), commercial, office or community activities, are proposed at the public realm interfaces with Alexandra Parade, Smith Street, Queens Parade and the proposed internal streets. Tenancies in these locations will have active frontages to help activate the public realm.</p> <p>Refer to Chapters 5.0 Land Use</p>
A minimum of 8% of the site to be provided as public open space.	<p>8% of the site is to be set aside as public open space vested in Council. This will be supplemented by communal private open spaces (courtyards) and pedestrian-prioritised streets and shared paths.</p> <p>Refer to Chapter 5.0 Land Use.</p>

DPO16 Requirement	How Addressed
Position the school to front Queens Parade and centre the sports courts on the site as a key community node with ease of access to public transport.	<p>The school site is located to the north-west of the precinct at the corner of Queens Parade and George Street. The sports courts are to be located immediately to the west of the proposed Village Green and adjacent to the precinct core.</p> <p>Refer to Chapter 5.0 Land Use.</p>
Support retail, office and other uses at street level.	<p>Ground floor space will be designated as 'flexible tenancies', suitable for a variety of Specialist Disability Accommodation (SDA), commercial, office and community uses. These have been located to assist in activating existing and proposed street frontages. Additional space has been identified for community use; and for hotel, accommodation or residential in Building H at the corner of Alexandra Avenue and Smith Street.</p> <p>Refer to Chapter 5.0 Land Use.</p>
Promote urban legibility and high quality public access to and through the site including clear site lines and a choice of routes.	<p>The precinct will be highly permeable with streets punctuating each of the existing frontages. These will provide pedestrian and bicycle-prioritised access into and through the site.</p> <p>Legibility will be afforded through entryway treatments, clear sightlines through major axes, wayfinding signage and landscape treatments.</p> <p>Refer to Chapters 5.0 Land Use</p>
Minimise over shadowing effects within the site and on adjoining land.	<p>Built form has been oriented in a north-south direction with open courtyards to optimise sunlight penetration into ground level open spaces.</p> <p>Refer to Chapter 5.0 Land Use</p>
Design public open spaces to have good solar amenity, good passive surveillance.	<p>Public open space areas have been located along and adjacent to the central north-south spine at the centre of the precinct. Buildings have been orientated to avoid excessive overshadowing and afford passive surveillance across these areas.</p> <p>Refer to Chapter 5.0 Land Use</p>

DPO16 Requirement	How Addressed
Avoid buildings that disproportionately overwhelm public spaces.	<p>Buildings fronting the eastern side of the proposed Linear Park have reduced heights of 5-8 storeys to soften the interface with the public space. Similarly, the street wall heights interfacing Smith Street undulate between 4 and 6 storeys to reduce the impact on the public street interface. The built form interface of Buildings M and L to the Valve House have been designed with reduced heights.</p> <p>Refer to Chapter 5.0 Land Use</p>
Provide landscaping to reduce the visual impact of development, improve liveability and mitigate impacts of the urban heat island effect.	<p>A landscape masterplan has been prepared to enhance the liveability, legibility and environmental performance of the development, and will provide for the greening of public realm, internal courtyards and rooftops [see Figure 51].</p> <p>Refer to Chapter 5.0 Land Use</p>
Provision of street trees, high quality lighting and other streetscape enhancements.	<p>The landscape master plan includes provision for street trees and lighting to support amenity and safety, which will be planted in laneways throughout the site.</p> <p>Refer to Chapter 5.0 Land Use</p>
Retain the visual prominence of at least the top third of the individually significant Shot Tower from primary views when viewed from or through the site.	<p>A wide entryway treatment is proposed at the centre of the Smith Street frontage. This will open views towards to shot tower from within the site.</p> <p>Refer to Chapters 5.0 Land Use</p>
Built Form	
Provide a transition in buildings by reducing heights and increasing setbacks along sensitive interfaces with increased heights at the centre of the site in accordance with Table 1.	<p>Building heights are reduced adjacent to the sensitive interfaces of Smith Street, Queens Parade and the Valve House. Setbacks and height controls that achieve this outcome are outlined in Table 1 - Height and Setback Controls.</p> <p>Refer to Chapter 6.0 Built Form</p>

DPO16 Requirement	How Addressed
Create high quality architectural frontages with a sense of articulation, streetscape scale and rhythm.	<p>The proposed setbacks and building heights, along with appropriate spacing and transitioning between buildings, will ensure that the streetscape scale and rhythm of the development is consistent with the surrounding neighbourhood context. Flexible ground floor uses will promote activity and vibrancy across all street frontages.</p> <p>Refer to Chapter 6.0 Built Form</p>
Articulate buildings to provide variety, visual breaks and promote a human scale to existing and new streets.	<p>As above, the proposed setbacks and building heights, along with appropriate spacing and transitioning between buildings, will ensure that the streetscape scale and rhythm of the development is consistent with the surrounding neighbourhood context.</p> <p>Refer to Chapter 6.0 Built Form</p>
Activate street frontages with windows at upper levels, building entries from main lobbies and ground floor apartments to contribute to street life and safety through passive surveillance.	<p>Active street frontages and windows at upper levels will enhance passive surveillance opportunities, contributing to street life and safety throughout the site.</p> <p>Refer to Chapter 6.0 Built Form</p>
Avoid visually dominant buildings through use of discontinuous forms, well-articulated facades and high-quality materials that weather well and are environmentally sustainable.	<p>Setbacks along Smith Street, Queens Parade and the built form adjacent with Valve House have been designed to avoid continuous built form as outlined in Section 6.1.12. The proposed multi-building layout connected by pedestrian laneways promotes discontinuous forms and environmentally sustainable materials will ensure an articulated facade that ages well.</p> <p>Refer to Chapter 6.0 Built Form</p>
A habitable room window, balcony, terrace, deck or patio should be located and designed to avoid direct views and provide maximum sunlight to these spaces.	<p>Habitable room windows and balconies will be located and designed to avoid direct views to other habitable spaces, and will ensure maximum sunlight to these spaces.</p> <p>Refer to Chapter 6.0 Built Form</p>

DPO16 Requirement	How Addressed
Provide wind climate design to ameliorate wind conditions at street level, public spaces, balconies and adjoining properties.	<p>The Development Plan identifies areas where wind protection will be required in order to protect pedestrian comfort and sets relevant standards for wind amelioration.</p> <p>Refer to Chapter 4.0 Land Use.</p>
Provide acoustic design treatments that addresses the impact of existing and potential noise particularly from road traffic and trams.	<p>As the entire site is within 300 metres of Alexandra parade it is defined as a noise influence area under the Better Apartments Design Standards. Noise assessments and potential mitigation will be required for all dwellings.</p> <p>Refer to Chapter 4.0 Land Use.</p>
Avoid buildings taller than six storeys creating a 'canyon' effect to streets by distributing height and providing breaks in built form.	<p>The proposed building heights, setbacks and breaks between buildings will provide variety and visual permeability throughout the development, avoiding a canyon effect.</p> <p>Refer to Chapter 6.0 Built Form</p>
Provide internal courtyards, supported by communal roof terraces and balconies facing out to the street in mixed use developments.	<p>The mixed-use component of the development is designed around three major parcels, each featuring an open central courtyard. The courtyards are designed to be open to encourage pedestrian access and sunlight penetration.</p> <p>Refer to Chapter 6.0 Built Form</p>
Design all development parcels as perimeter blocks. Perimeter blocks should be defined by groups of buildings, with a range of building heights, to create a fine grain and articulated streetscape.	<p>Each of the three development parcels is designed as a perimeter block. The proposed design differs by increasing the north-south orientation and the number of access laneways. These modifications are intended to optimise sunlight penetration into the courtyards and increase overall permeability. They have been the subject of previous community engagement.</p> <p>Refer to Chapter 6.0 Built Form.</p>

DPO16 Requirement	How Addressed
Avoid podium and tower typologies.	<p>The proposed building typologies are consistent with the intent of DPO16, providing reduced heights at sensitive interfaces to Smith Street, Queens Parade. In each case the reduced heights are between 50 and 60% of the overall height of the building, therefore avoiding a podium and tower typology.</p> <p>Refer to Chapter 6.0 Built Form.</p>
Movement	
Design effective traffic management and car parking to service the whole site. Innovative approaches to car parking provision will be considered.	<p>Long term car parking for all residential and non-residential uses is to be consolidated into three large underground car parks that correspond with each of the development parcels. Access to these car parks will be provided directly from Smith Street and near Alexandra Parade, thereby minimising crossover points and avoiding the need for vehicle to traverse the internal road network. Street level parking will be restricted to accessible spaces, short-term parking and loading.</p> <p>Refer to Chapter 8.0 Movement.</p>
Provide for safe and convenient pedestrian, cyclist, and vehicular access.	<p>The development has been designed to prioritise pedestrian and cycle movements. The precinct will be highly permeable, facilitating pedestrian and cycle movements into and across it; and providing connections to the existing network. A variety of measures will be incorporated into the design to promote amenity and safety: lighting, wayfinding signs, shared paths, a contraflow bike path, low vehicle speed limits and parking restrictions.</p> <p>Refer to Chapter 8.0 Movement.</p>
Minimise vehicle entries to reduce impact on footpaths.	<p>Vehicle entrance points will be restricted to a single through street that connects Alexandra Parade with Smith Street. The use of consolidated car parking areas for each parcel will limit the number of access points.</p> <p>Refer to Chapter 8.0 Movement.</p>

DPO16 Requirement

Provide a new tram stop on Smith Street which is compliant with the requirements of the Disability Discrimination Act 1992 (DDA).

How Addressed

A new accessible tram stop is planned on Smith Street adjacent to the precinct. As it sits outside the Development Plan area it will be subject to a separate approvals process.

Refer to **Chapter 8.0 Movement**.

Provide two bicycle spaces per dwelling.

Two bicycle spaces will be provided per dwelling, 50% of which are to be located at ground level in highly visible locations.

Refer to **Chapter 8.0 Movement**.

Design vehicle access and egress to and from the site to avoid tram delays along Smith Street.

The through street proposed to link Alexandra Parade with Smith Street will be 'exit only' on Smith Street, thereby avoiding the potential for vehicles to delay trams by queuing in Smith Street.

Similarly, the basement car park entrance proposed on Smith Street to Parcel C will be designed to prevent right hand turns to access or egress the site. This design will prevent vehicles from crossing or queuing along the tram line.

Refer to **Chapter 8.0 Movement**.

