

433 Smith Street, North Fitzroy , Gasworks site

Officer recommended changes to the Development Plan

Section of the lodged Development Plan	Recommended changes to the Development Plan
LAND USE	
Sect 5.1	Diagram 45 on page 39 should be modified to show some commercial uses in Building A and B.
Sect 5.5	<p>First paragraph to be updated to</p> <p><i>“The key piece of community infrastructure that will be delivered is the school and indoor sports facility <u>and associated suitable carparking</u> located on the school site in the north-western corner of the development site.</i></p>
Sect 5.6	<p>Second paragraph to be changed to:</p> <p><i>“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.”</i></p>
Sect 5.6	<p>New dot point</p> <p><i>“undergrounding of services in the adjacent streets to the site.”</i></p>
Sect 5.6	<p>New paragraph</p> <p><i>The proposed functional layout plans must be approved by the Responsible Road Authority prior to any commencement of works on works within the site. This should also include a staging plan for the proposed works and sitewide construction management plan.</i></p>
Sect 5.6	<p>The Public Realm Plan graphic 51 on page 43 of the DP to be modified to remove pedestrian accessway onto the public open space or alternatively add a new dot point that</p> <p><i>“if access pathways to building entries are off public open space, then the public open space used as accessways should be compensated with additional public open space elsewhere.”</i></p>

Sect 5.7	<p>New paragraph to say</p> <p><i>“The detailed landscape plan needs to clearly address how the open space and public realm design responds to the projected demographics of the new community, how it considers other facilities currently provided with the catchment of existing open space and how it aligns with Yarra Open Space Strategy 2020.”</i></p>
Sect 5.7	<p>Update the cross section of the village green, graphic 54 (p45), to show only one 3m min width Shared User Paths (SUP) and consider the alignment in relation to the underground services.</p>
Sect 5.7	<p>New paragraph to say</p> <p><i>“ Any required screening to built form (landscape buffer) should be delivered through built form setbacks rather than intrusions into Public Open Space.”</i></p> <p>Update the cross section of the village green, graphic 54 (p45), to show the 2 m wide landscape buffer not to be provided on the public open space land.</p>
Sect 5.7	<p>New dot point to be added</p> <p><i>“ With exception to Emergency Vehicle and Maintenance access (Service Authorities and Council’s Open Space maintenance) all vehicles are prohibited from entering Public Open Space.”</i></p>
5.8.3	<p>New paragraph to say</p> <p><i>“All garden beds need to be suitably sized and located to ensure that they are sustainable for optimum plant growth and high use grassed areas in open space require irrigation to achieve a high quality and durable outcome”.</i></p>
5.8.4	<p>First paragraph to be updated</p> <p><i>“A community garden with 220m2 of agricultural space is incorporated into the precinct. This Community Garden should be located within Communal Open Space rather than Public Open Space as this facility is specifically catering to the needs of the development’s occupants. (<u>not to be part of the 8% public open space provision</u>). 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.</i></p>
5.10.1	<p>Provide shadow diagrams of the 9am, 10am and 3pm equinox shadows in with the other diagram 66 to 73 on page 49 of the DP.</p>

5.10.1	New paragraph to say <i>“that future development will be designed to have no shadow on the footpaths on the opposite side of each street.”</i>
5.10.2	New paragraph to say <i>“each application stage is compliant with the most up-to-date acoustic criteria as these apply at the time of each planning permit application submission to Council.”</i>

BUILT FORM

Sect 6.1.13	Change the <i>Preferred</i> Height and Setback controls in table 1 on pages 56 and 57 of the DP as follows		
	Street Interface	Distance from Boundary	Maximum height within setback
	Smith Street between Council Street and Alexandra Parade	0 -3 metres	0 m
		3 – 11.5 metres	33 metres (10 storeys) <u>17 Metres (5 storeys)</u>
		Greater than 11.5 metres	33 metres (10 storeys)
	George Street	0 -2 metres	0 m
		<u>2 -12.5 metres</u>	33 metres (10 storeys) 20 metres (6 storeys)
	<u>Greater than 12.5 metres</u>	<u>33 metres (10 storeys)</u>	

Sect 6.1	Adjust Figure 76 - Indicative Heights Diagram on page 53 to reflect the changed heights and setbacks in the table above.
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AFFORDABLE HOUSING

Sect 7.1	In the first line – change to <i>The Affordable Housing Strategy for this site <u>will deliver</u> targets delivery of 20% of dwellings as Affordable Housing. The strategy comprises two primary delivery models:</i>
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Section 7.2.3	In the second paragraph – For Market Affordable Housing, add <i>A binding Development Agreement will require the selected developers to deliver a minimum proportion of Affordable Housing, <u>in perpetuity for the exclusive use of eligible households earning within the Victorian Government-defined income bands, updated annually by the Governor in Council Order</u>, on their site in a form that is consistent with the Planning and Environment Act 1987, and that satisfies the Responsible Authority.</i>
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Sect 7.2.3	<p>Add a new section</p> <p><u>Before granting any permit in accordance with an approved development plan, the owner/s of the land must enter into an agreement with the responsible authority under Section 173 of the Planning and Environment Act 1987 which must provide, to the satisfaction of the responsible authority that the owners will:</u></p> <ul style="list-style-type: none"> • <u>Provide within Parcel A, a minimum of 5% of the total number of dwellings in the development for the purpose of social housing, developed in association with the Department of Families, Fairness and Housing and a minimum of 10% of the total number of dwellings in the development for the purpose of affordable housing, developed in association with an accredited housing association;</u> • <u>Provide within Parcels B & C a minimum of 5% of the total number of dwellings in the development for the purpose of affordable housing developed in association with an accredited housing association.</u> •
Sect 7.2.7	<p>In the first line - Affordable Housing dwellings, add</p> <p><i>will be of high design quality (<u>accessible, access to adequate daylight and private open space, and energy efficient</u>' as a minimum) and tenure-blind, and integrated within the site either:</i></p>
Sect 7.2.7	<p>Add a new clause</p> <p><u>Provision of either adaptable or fully accessible wheelchair housing in accordance with Australian Standards (AS) representing 5% of the total number of apartment dwellings to be developed (including within the affordable housing component) to the satisfaction of the responsible Authority.</u></p>
MOVEMENT	
Sect 8.1	<p>Add new paragraph</p> <p><i>The provision of a wide footpath and bidirectional bicycle paths on Alexandra Parade along the length of the site needs to be included in the design for the safe movement of pedestrians and cyclists by including appropriate setbacks or alternatively make allowances for updates to boundaries as subsequent stages when concept and detailed design is being developed.</i></p> <p><i>The location of underground basements does not encroach into space that is required for the public realm on all internal streets. Appropriate boundaries need to be set to ensure that all road and streetscape infrastructure can be provided within public space with basements appropriately set back.</i></p> <p><i>The current signalised crossing at Smith Street and Queens Parade requires an upgrade to provide safe pedestrian and cyclist access to the site along the priority cycle corridor is required.</i></p>

Sect 8.3.2	<p>Add new paragraph</p> <p><i>The design of the Smith Street Tram stop will impact the interface of the development site and as part of the design of the site the following must be allowed for:</i></p> <ul style="list-style-type: none"> • <i>determine the required width of the Smith Street road reserve for the safe movement of all transport modes, the required supporting infrastructure and include the required set back(s) within the site – or alternatively make allowances for updates to boundaries as subsequent stages when concept and detailed design is being developed.</i> • <i>signalised crossings for pedestrians and cyclists to be incorporated within the new tram stops, noting that the location proposed within the DP also has been identified as the key cyclist connection between local schools using the new school facility.</i> • <i>the design of all internal streets will be done to the satisfaction of the Responsible Authority.</i> <p><i>These changes need to be made at all locations within the DP where there is reference to streetscape, movement and interfaces with current and proposed uses on Smith Street.</i></p>
Sect 8.3.1	<p>Add new paragraph</p> <p><i>An accessible bus stop upgrade is required on Queens Parade service road and given the development of this size, a review of the bus services to increase the use of public transport to the site.</i></p>
Sect 8.4	<p>Add dot points</p> <ul style="list-style-type: none"> • <i>The design of Village Street needs to determine the required width of the road reserve for the safe movement of all transport modes, the required supporting infrastructure and include the required set back(s) within the site – or alternatively make allowances for updates to boundaries as subsequent stages when concept and detailed design is being developed.</i> • <i>the design of the internal streets should be done to the satisfaction of the Responsible Authority.</i> • <i>A site-wide parking management plan is required</i>
ENVIRONMENTALLY SUSTAINABLE DESIGN	
Sect 1.3.7	<p>Change to the following:</p> <p><i>These features will allow for any future development to achieve a fully certified 6 Star Green Star Communities rating.”</i></p> <p><i>Green Star Communities 6 Star rating has been achieved for the masterplan. Development Victoria will now manage delivery of commitments made through to recertification at 5 years, including any pass-through obligation to development partners via development agreements.</i></p> <p><i>The whole site will achieve a fully certified 6 Star Green Communities Rating. Development Victoria will manage implementation of Green Star Communities rating commitments across the precinct.</i></p> <p><i>Buildings delivered by Development Victoria will achieve a minimum 5 Star Green Star Buildings certified rating. Green Star will not be mandated as a rating tool for private developments, however certification to a 5 Star Green Star equivalent will be required, with the selection of final rating tools to be adopted for each building to be locked into development agreements.</i></p>

Sect 9.1.1	<p>Change to read as follows:</p> <ul style="list-style-type: none"> a. <i>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. <u>Implementation strategy for solar PV to private development parcels to be proposed by development partners, and evaluated by Development Victoria during competitive process prior to being locked into development agreements which Development Victoria will then manage.</u></i> b. <i>Non-residential 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.</i> c. <i>Apartment buildings to be provided with openable windows where technically possible, particularly for <u>to all</u> 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. <u>Office and other non-residential spaces will also have effective natural ventilation via operation windows.</u></i> d. <i>Development Victoria will achieve zero carbon operations for buildings delivered by Development Victoria, consistent with corporate strategy. Development Victoria will leverage the competitive market engagement process to also deliver zero carbon operations for private developments and will lock commitments into development agreements.</i>
Sect 9.1.2	<p>Add that</p> <p><i>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.</i></p> <p><i>Native and drought tolerant plants (e.g. xeriscaping) to be introduced where technically possible for the planter boxes and landscaped areas on-site.</i></p>

Sect 9.1.3	<p>Add additional paragraphs</p> <p><i>WSUD infrastructure required to achieve the development's sustainability requirements must not be positioned within the public areas. The proposed sustainability measures must be located within private property boundaries and must be managed and maintained by the relevant property owners i.e. through Owner's Committee agreements.</i></p> <p><i>The storm water management plan and legal points of discharge are to be approved by the responsible authority as part of the planning permit process and prior to any beginning on site.</i></p> <p><i>All stormwater design (pipe network and any overland flow) are consistent with Melbourne Water design and modelling requirements.</i></p>
Sect 9.1.4	<p>Change to</p> <p><i>The project will be including the following operational waste initiatives in addition to standard landfill waste collection:</i></p> <ul style="list-style-type: none"> - <i>Public place recycling scheme;</i> - <i>A residential recycling scheme, and</i> - <i>Residential composting or Green Waste scheme, which is likely to take the form of a FOGO (Food Organics and Garden Organics) system.</i> - <u><i>Glass recycling</i></u> - <u><i>All waste disposal points within the common areas of buildings are to include both recycling and general waste, FOGO and glass recycling.</i></u>
Sect 9.1.6	<p>Change to</p> <p><i>Provision of habitat, green spaces and climate control will be considered delivered throughout the development as appropriate. Strategies to achieve this are:</i></p> <p>a) <i>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:</i></p>
Sect 9.1.7	<p>Change to:</p> <p><i>The proposed development intends to will provide two bicycle parking spaces per residential unit which exceeds the minimum requirement and is a generous provision within the residential developments.</i></p> <p>a) <i>Electric Vehicle (EV) electrical capacity will be included as part of electrical headworks to each lot. Development Victoria will leverage the competitive market engagement process to seek EV, car share and other sustainable transport proposals from development partners to be locked into development agreements.</i></p>

Sect 9.1.8

Change to

Development Victoria is committed to sustainability outcomes as a core policy object and has already achieved the first certified 6 star Communities rated precinct in Yarra. Development Victoria will leverage the competitive market engagement process to seek sustainability innovation proposals, and evaluation of these proposals will be assessed and weighted as part of evaluation.