



DEVELOPMENT PLAN

81-95 BURNLEY STREET & 26-34 DOONSIDE STREET
RICHMOND

IN ACCORDANCE WITH SCHEDULE 15
TO THE DEVELOPMENT PLAN OVERLAY
OF THE YARRA PLANNING SCHEME

FEBRUARY 2023

GURNER™

CONTENTS

1.0 Our Vision		4.0 Open Space And Landscape	78
1.1 Project Vision	6	4.1 Site Analysis	80
		4.2 Landscape Concept	82
2.0 Site And Context Information	9	4.2 Public Benefit	90
2.1 Statutory Planning Context	10		
2.2 Metropolitan Context	12	5.0 Housing Diversity	92
2.3 Local Networks	14	5.1 Housing Diversity And Adaptability Assessment	94
2.4 Neighbourhood Context	16		
2.5 Existing View Study	18	6.0 Transport Works	96
2.6 Views Around Site	20	6.1 Transport Works	98
2.7 Interface with The Embassy	26		
2.8 Victoria Gardens	28	7.0 Environmentally Sustainable Design	102
		7.1 Sustainability Commitments	103
3.0 Concept Plans And Built Form Guidelines	30		
3.1 Proposed Masterplan	32	8.0 Drainage	104
3.2 Key Heritage Fabric	34	8.1 Stormwater, Drainage And Flood Analysis	106
3.3 Ground Floor Plane	36		
3.4 Park Lane	38	9.0 Comprehensive Heritage Analysis	108
3.5 Harry's Lane	40	9.1 Heritage Assessment	109
3.6 Doonside Park	42		
3.7 Building Setbacks	44	10.0 Noise Impacts	110
3.8 Massing	46	10.1 Noise Assessment	111
3.9 Heights	50		
3.10 Shadow Diagrams	62	11.0 Development Staging	112
3.11 Building Finishes and Materials	66	11.1 Development Staging Plan	114
3.12 Development Summary	76		

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Gurner™

Client

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Studios

Heritage

Bryce Raworth

Landscape and Public Realm

TCL

ESD & Acoustic

ADP

Traffic

Traffix

Waste

Leigh Design

1.0 OUR VISION

HARRY THE HIRER ("HARRYS") HAS BEEN LOCATED ON BURNLEY STREET FOR OVER 35 YEARS, TRANSFORMING WHAT WAS A DERELICT FACTORY BACK IN 1990 INTO A BUSTLING BUSINESS OPERATING FROM THAT ICONIC BLUE BUILDING THAT HAS FOUND IT'S WAY INTO THE FABRIC OF NORTH RICHMOND.

OUR INTENT THROUGH THE AMENDMENT PROCESS WAS TO ALWAYS FORM A STRATEGIC PART OF THE NEXT TRANSFORMATION OF THE SITE THROUGH THE DEVELOPMENT OF A NEW HARRYS OFFICE & SHOWROOM OCCUPYING THE KEY BURNLEY STREET & DOONSIDE STREET CORNER OF THE SITE.

AFTER ENDURING A DEVASTATING TWO YEARS OF COVID, THE SITE REDEVELOPMENT AND THE NEW HARRYS HEADQUARTERS WILL HELP THE BUSINESS RETURN BIGGER AND BETTER, AND THAT MEANS BEING A MAJOR EMPLOYER FOR THE CITY OF YARRA FOR THE NEXT 30 YEARS AT LEAST.



RICK JAMIESON
OWNER OF HARRY THE HIRER & TENET FOR OVER
30 YEARS ON SITE.

Harry the Hirer ('Harrys') is the 30-year tenant of the site and synonymous with the fabric of Richmond. Rick Jamieson, the owner of Harrys, has a vision to anchor the Harrys business and its employees on the subject site for the next generations and beyond. Astrodome, the landowner and a related entity to Harrys, along with GURNER™ are excited to deliver a project that will secure the Harrys business long term on the site and continue to deliver employment to the Richmond area.

1.1 PROJECT VISION

This development plan has been prepared in accordance with the requirements of schedule 15 to clause 43.04 (DPO15) of the yarra planning scheme.

The Development Plan Vision is:

- A bona-fide mixed use development commensurate with the sites scale and its activity centre context, with the provision of 12,000 - 16,000 square metres of employment generating uses and 545-645 dwellings.
- Four purposefully designed buildings with a form and scale that responds to the sites redevelopment potential and emerging character, which includes a hierarchy of built form that responds to its interfaces.
- Retention and restoration of the existing heritage buildings to allow for their adaptive re-use to accommodate future employment uses and integration with the wider development.
- The prioritisation of pedestrian movements within the site through the provision of a pedestrian laneway network of approximately 1,400 square metres, a minimum of 576 square metres of public open space and 151 square metres of landscaping adjacent to supplement the park.

- Upgrades to the public realm to include new street tree planting, bicycle parking, footpaths and the reinstatement of redundant vehicle crossovers.
- The management of traffic and loading considerations with vehicle access limited to Doonside Street.



81-95 BURNLEY ST
& 26-34 DOONSIDE ST
RICHMOND

2.0

SITE & CONTEXT INFORMATION

2.1 Statutory Planning Context

2.2 Metropolitan Context

2.3 Local Networks

2.4 Neighbourhood Context

2.5 Existing View Study

2.6 Views Around Site

2.7 Interface with The Embassy

2.8 Victoria Gardens

2.1 STATUTORY PLANNING CONTEXT

The following planning controls apply to the subject site:

- Mixed Use Zone
- Design and Development Overlay, Schedule 2
- Development Contributions Plan Overlay, Schedule 1
- Development Plan Overlay, Schedule 15
- Environmental Audit Overlay
- Heritage Overlay, Schedule 252 and 375

The purpose of the Development Plan Overlay is as follows:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To identify areas which require the form and conditions of future use and development to be shown on a development plan before a permit can be granted to use or develop the land.
- To exempt an application from notice and review if a development plan has been prepared to the satisfaction of the responsible authority.

Schedule 15 to the Development Plan Overlay applies to the subject site and outlines the conditions and requirements for permits (Clause 3) and requirements for Development Plan (Clause 4).

The requirements of the Development Plan are as follows:

- A development plan must be generally in accordance with the Indicative Framework Plan as shown in Figure 1, and the vision set out in this schedule, to the satisfaction of the responsible authority.
- A development plan must be approved for the whole site, however the land may be developed in stages.
- The development plan must include the following sections, all prepared to the satisfaction of the responsible authority:
 - Development Plan Vision
 - Components of the Development Plan



Design And Development Overlay Map

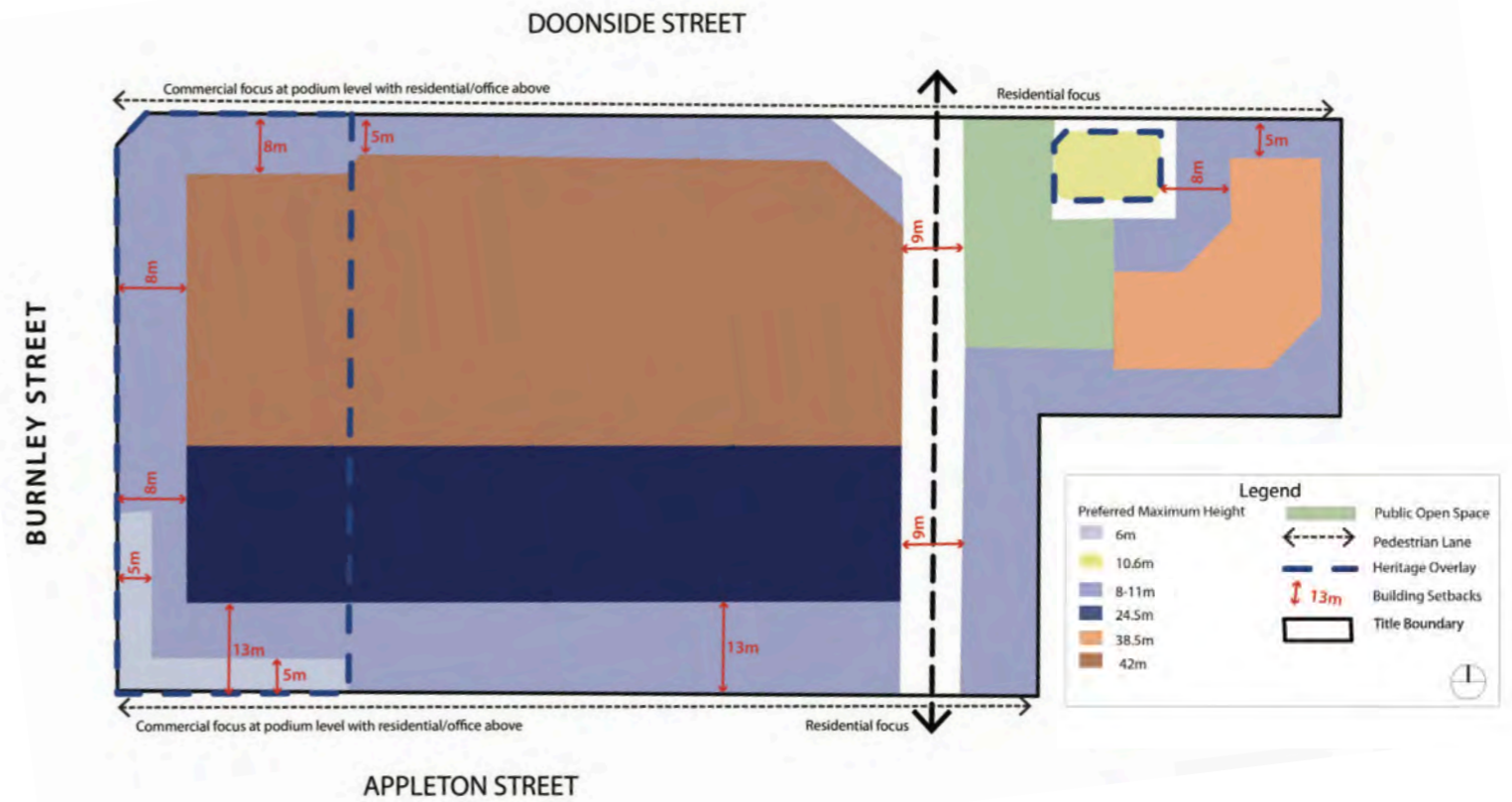


Figure 1 of Development Plan Overlay, Schedule 15

2.2 METROPOLITAN CONTEXT

The site is located within the suburb of Richmond, 3km from the Melbourne CBD. Richmond includes three major activities centres along Victoria Street, Bridge Road and Swan Street, all within close proximity of the subject site.

Richmond is conveniently located to access broader amenities, including public open space, education facilities and public transport.

As a result of the proximity to the Melbourne CBD and amenities, the built form along main roads and strategic redevelopment sites within and around Richmond has evolved rapidly.



2.3 LOCAL NETWORKS



Public Transport Network:
The site is located within the Principal Public Transport Network and is within walking distance of tram lines along Victoria Street and Bridge Road. More broadly, the Hurstbridge Railway line is located to the sites west.



Cycling Network:
City Cycling routes and linkages to the Main Yarra Trail are located via north-south connections adjacent to the site along Burnley Street. There is also an east connection to River Street via Appleton Street to the Main Yarra Trail.



Walkability Network:
The local context offers good walkability opportunities and connections to local shopping precincts including Victoria Gardens Shopping Centre. When walking north up Burnley Street, Victoria Street is just over a 10 minute walk as well as the Main Yarra Trail and the Yarra River which can also be accessed via Appleton Street to River Street. Going south on Burnley Street takes you to the cafes, restaurants and shopping on Bridge Road.



Road Network Hierarchy:
A relatively uniform network of arterial roads, streets and laneways exists within the site context. This uniform hierarchy does not currently extend into the site due to the island nature of the site historically.

- primary street
- tertiary street
- secondary street

2.4 NEIGHBOURHOOD CONTEXT

¹⁶ Diversity of neighbourhood is an evident feature of this Richmond location. Four distinct neighbourhood character precincts can be identified as:

- 1. High Density Housing
- 2. Fine Grain Residential
- 3. Composite Industrial & Commercial
- 4. Victoria Gardens



2.5 EXISTING VIEW STUDY

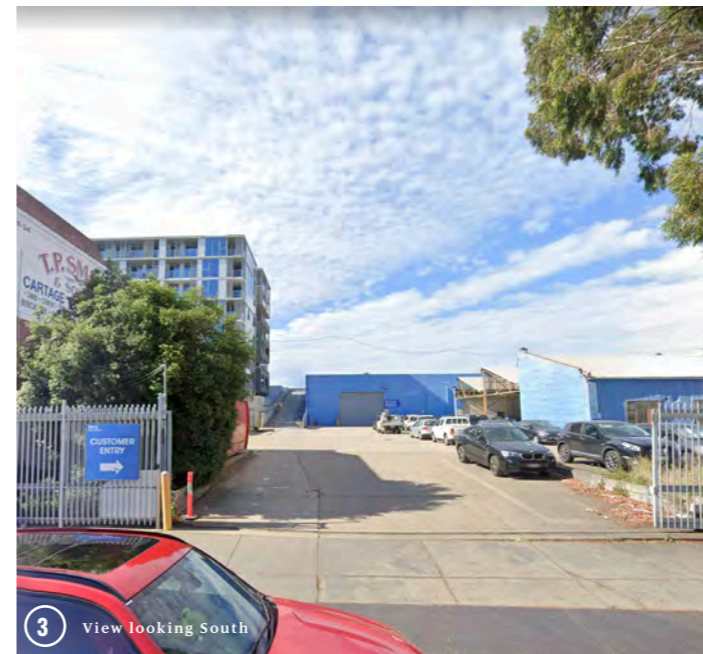
The site's proximity to the city and the Yarra River provides picturesque views both east and west. The Melbourne CBD skyline is visible from the western portion of the site, while the upper floors on the eastern portion will have views of the Yarra River and its environs. The blended neighbourhood characteristics of the surrounding Richmond suburbs and precincts will also provide views for south facing residents, and the expansive greenery of Studley Park for the north facing upper floor apartments.



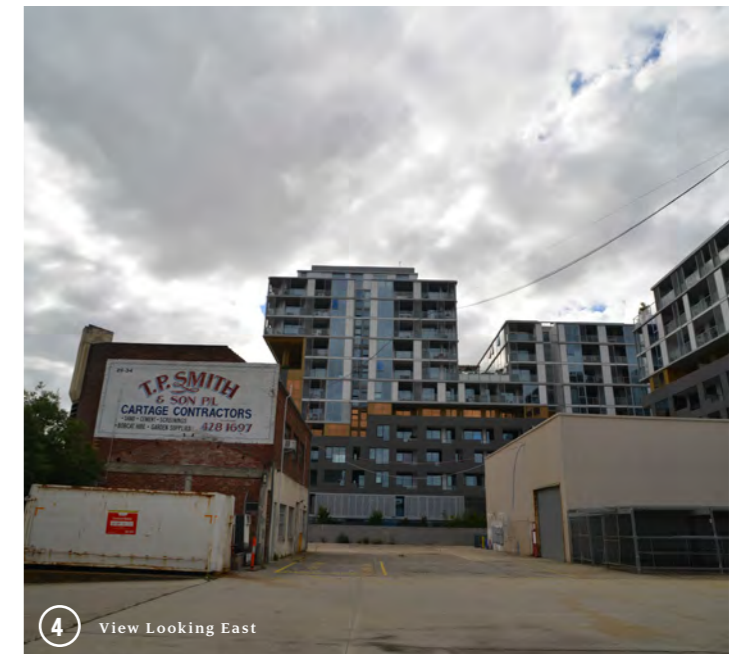
1 View Looking South-East



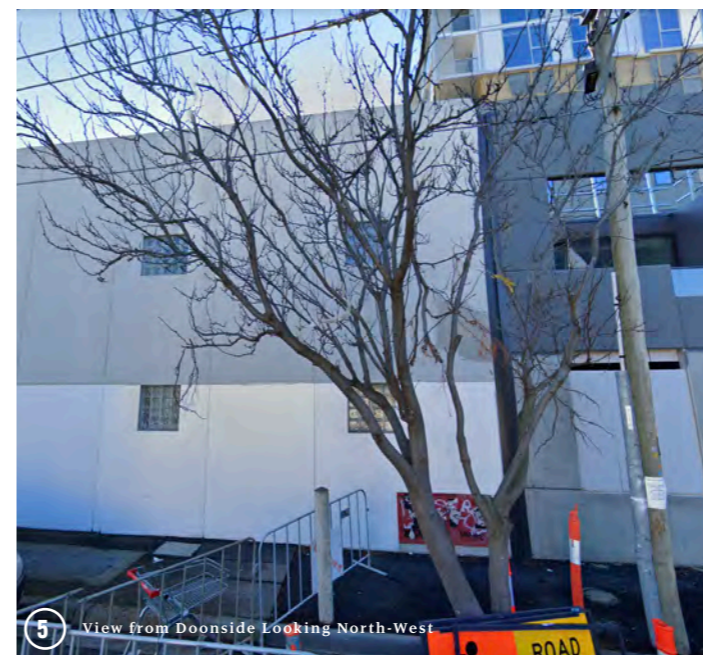
2 View Looking South-West



3 View looking South



4 View Looking East



5 View from Doonside Looking North-West

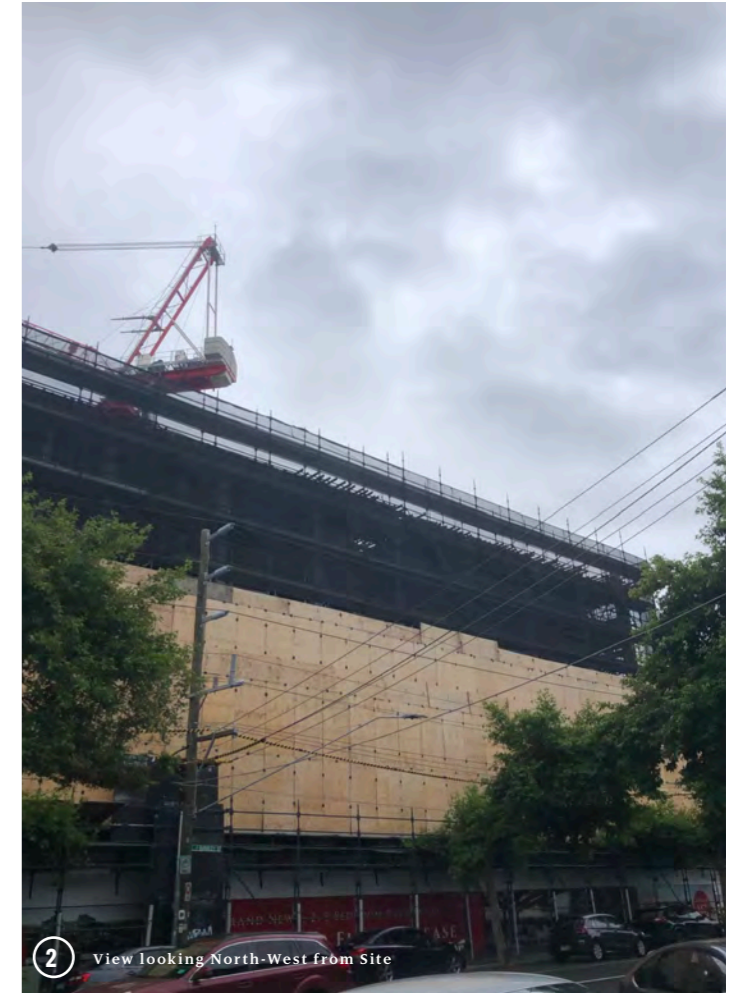


6 View from Burnley Looking East

2.6 VIEWS AROUND SITE



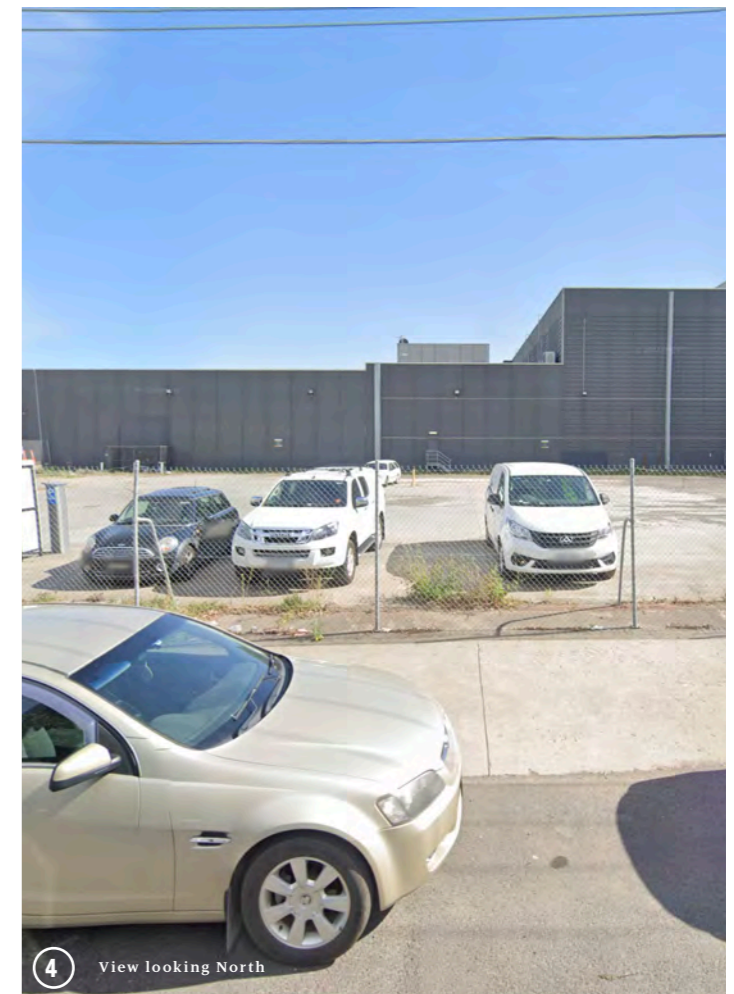
1 View looking South down Burnley St



2 View looking North-West from Site



3 View looking East down Doonside

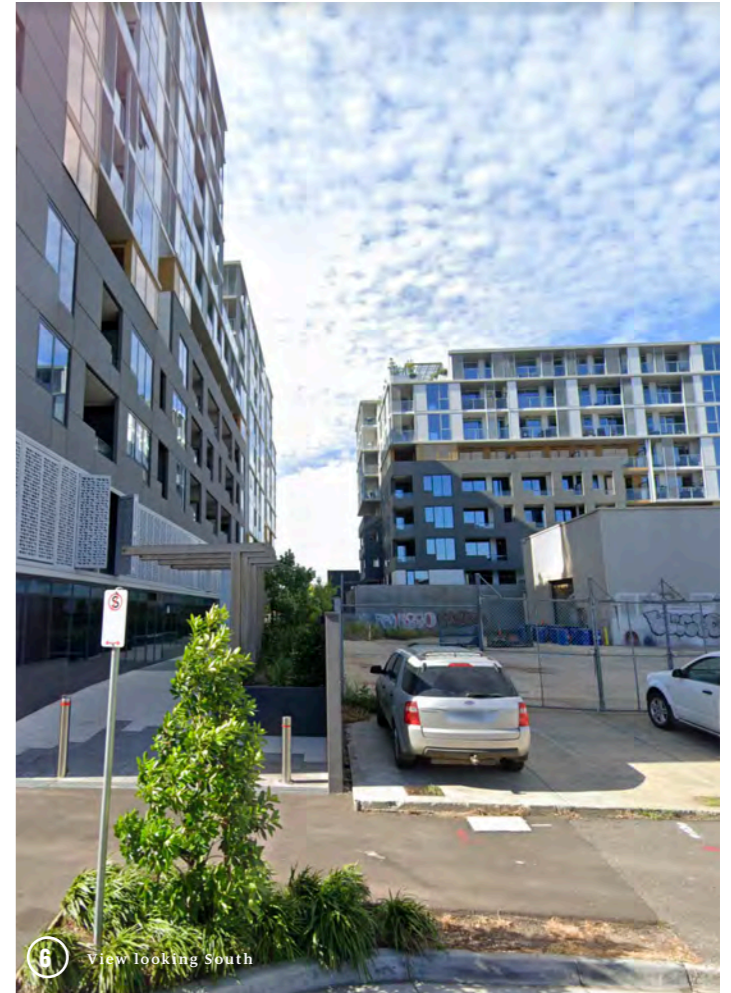


4 View looking North

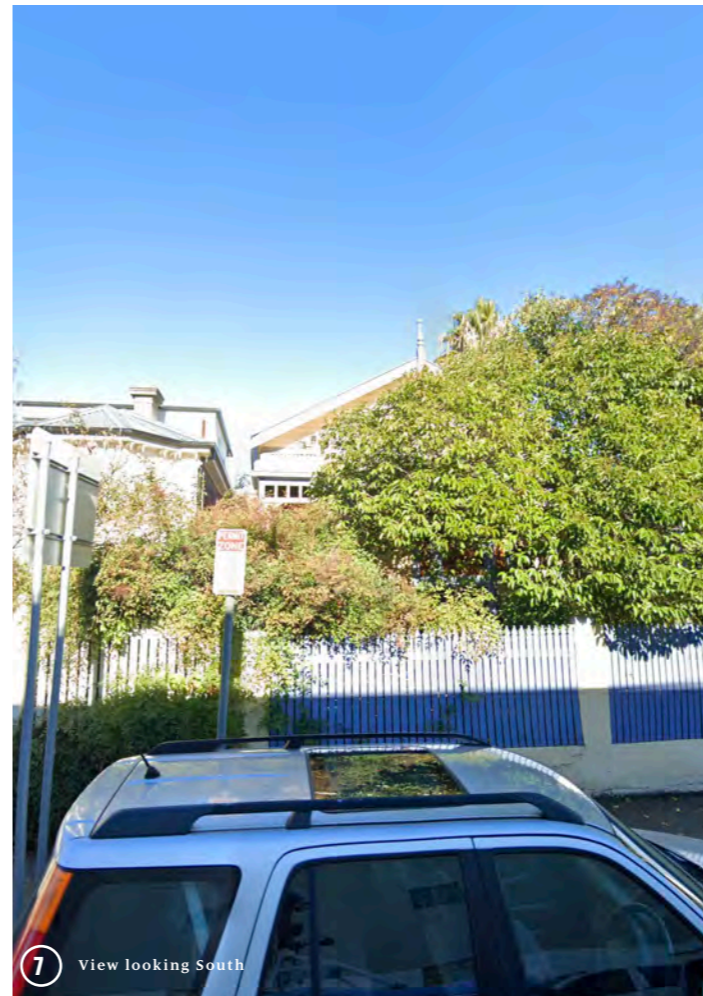
2.6 VIEWS AROUND SITE



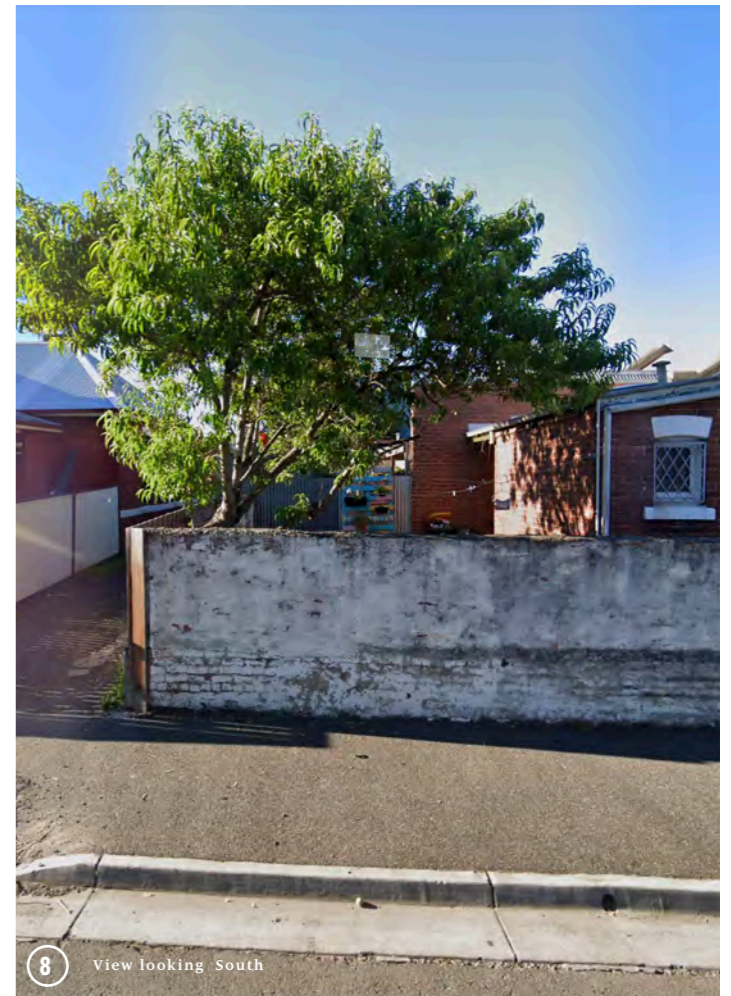
5 View looking North East from corner of Doonside St & David St.



6 View looking South



7 View looking South

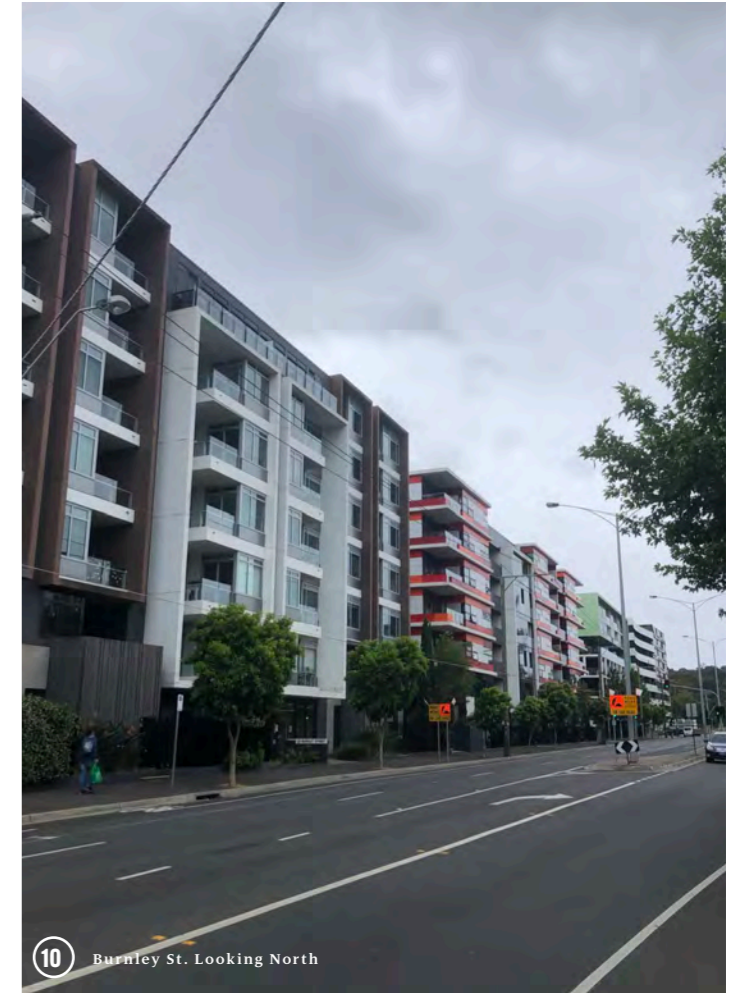


8 View looking South

2.6 VIEWS AROUND SITE



9 Burnley St view from the site



10 Burnley St. Looking North



11 Corner of Burnley St & Victoria St. looking West



12 Victoria St. Looking East

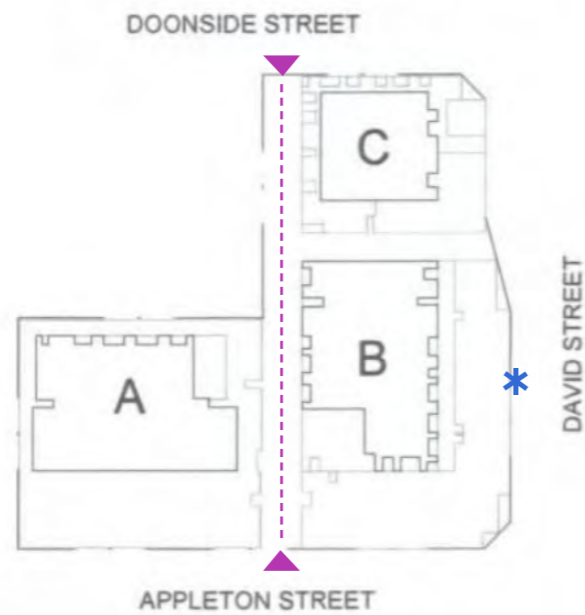
2.7 INTERFACE WITH THE EMBASSY

26 The Embassy apartment building at 36-44 Doonside Street is an L-shaped building that wraps around the sites eastern and southern-eastern boundary. The development comprises:

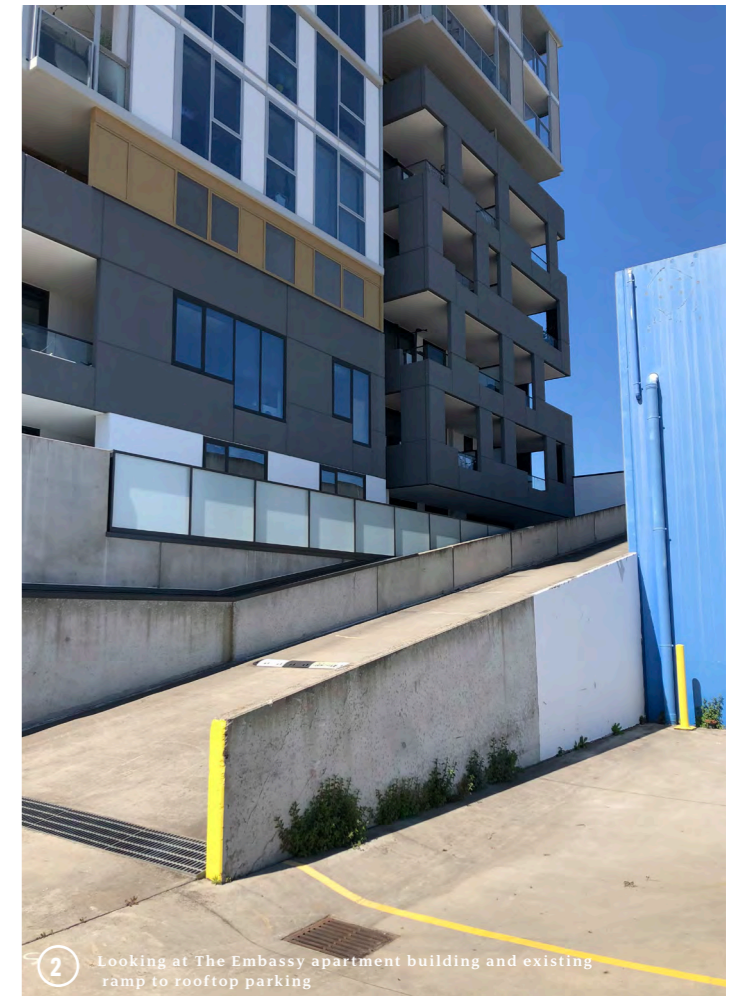
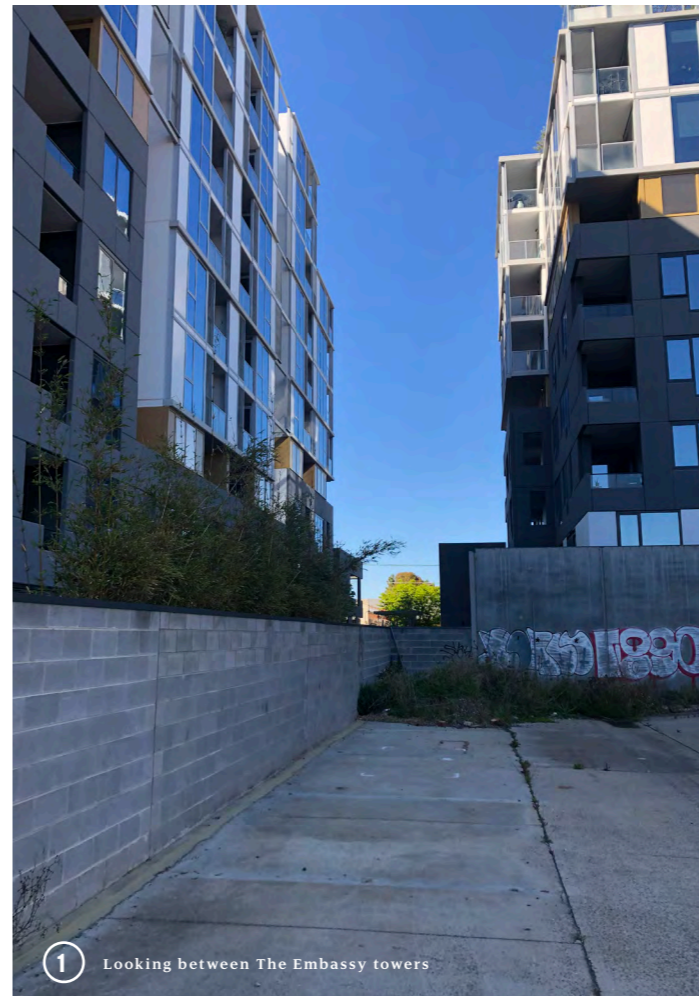
- Three buildings, nominated as Building A, B and C.
- The buildings are 9, 10 and 13 storeys in height respectively
- 289 dwellings
- 335 car spaces accessed via Appleton Street and David Street
- 414 square metres of commercial floor area

More specifically, towards Appleton Street, the development adopts a two storey built form with rooftop terraces, with the tower component setback, to Doonside Street the development adopts a 9 storey street wall.

At ground floor, the development includes a pedestrian laneway adjacent the north-eastern common boundary of the site and car parking facilities in the south-eastern common boundary. Above ground, where walls are not sited on the common boundary with the subject site, a 3 metre setback is provided. No upper level windows or balconies of the Embassy development are screened where orientated towards the subject site.



- ▼ Pedestrian Walkways - Entry
- * Vehicle - Entry



2.8 VICTORIA GARDENS

The Victoria Gardens Shopping Centre represents a significant development parcel and landmark within the immediate, and broader, context.

Victoria Gardens includes a lettable floor area of approximately 35,000 square metres, 2,000 car spaces and includes anchor tenants such as Ikea, Coles, Kmart and Hoyts Cinema amongst 80 speciality retailers.

The parcel of land associated with Victoria Gardens stretches from the corner of Victoria Street and Burnley Street (north-west) to the corner of Doonside Street and David Street (south-west).

The site is located within the Comprehensive Development Zone (CDZ), which includes a height control that ranges from 31 – 55 metres. More specifically, the interface with the subject site is marked as a 'sensitive use buffer'. The sensitive use buffer has a depth of approximately 36 metres (as measured from the Doonside Street frontage), whereby no "sensitive use" (residential use, child care centre, pre-school, primary school, or public open space) is permissible.

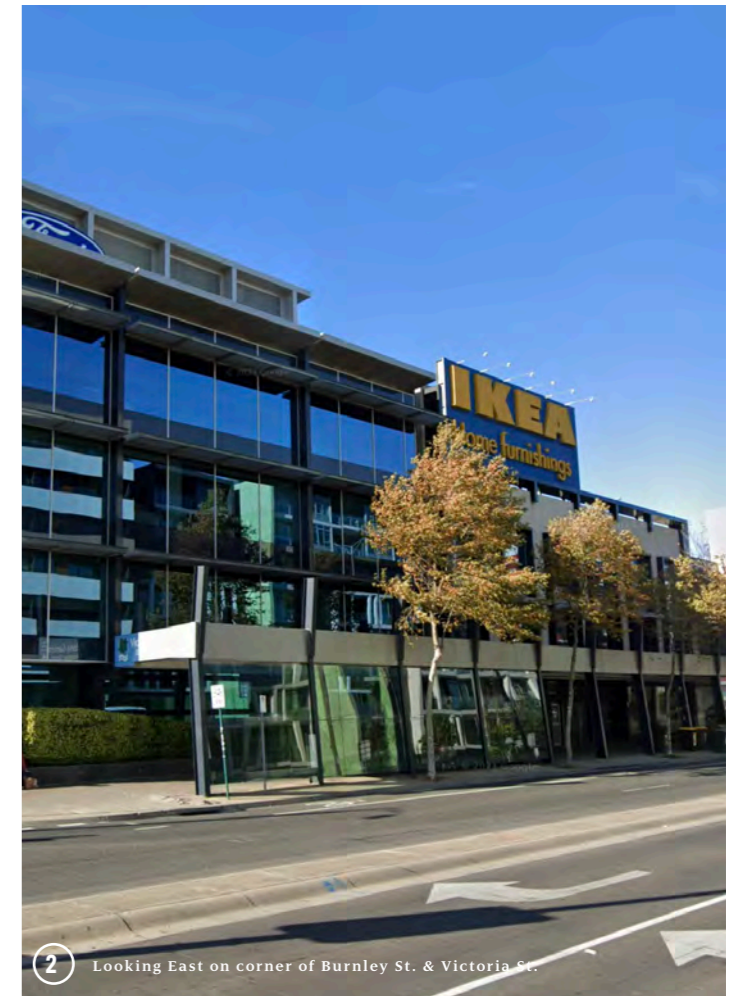
As a consequence, the Victoria Gardens Shopping Centre "turns its back" on the subject site, with loading facilities to the Coles Supermarket located further northward along David Street. Loading to

the supermarket enters Doonside Street from Burnley Street, and then turns up David Street to enter the site. Loading occurs in the order of 1-2 times a day.

Through discussions with Victoria Gardens representatives, it is understood that they are looking to develop the currently unused land for a mixed use development, which would include approximately 700-800 dwellings, with ground floor retail and podium commercial offices. The retail and commercial uses would form an extension to the existing shopping centre. Access to the site for residential uses would be via Doonside Street, while retail and commercial uses would be via the existing car parking facilities.



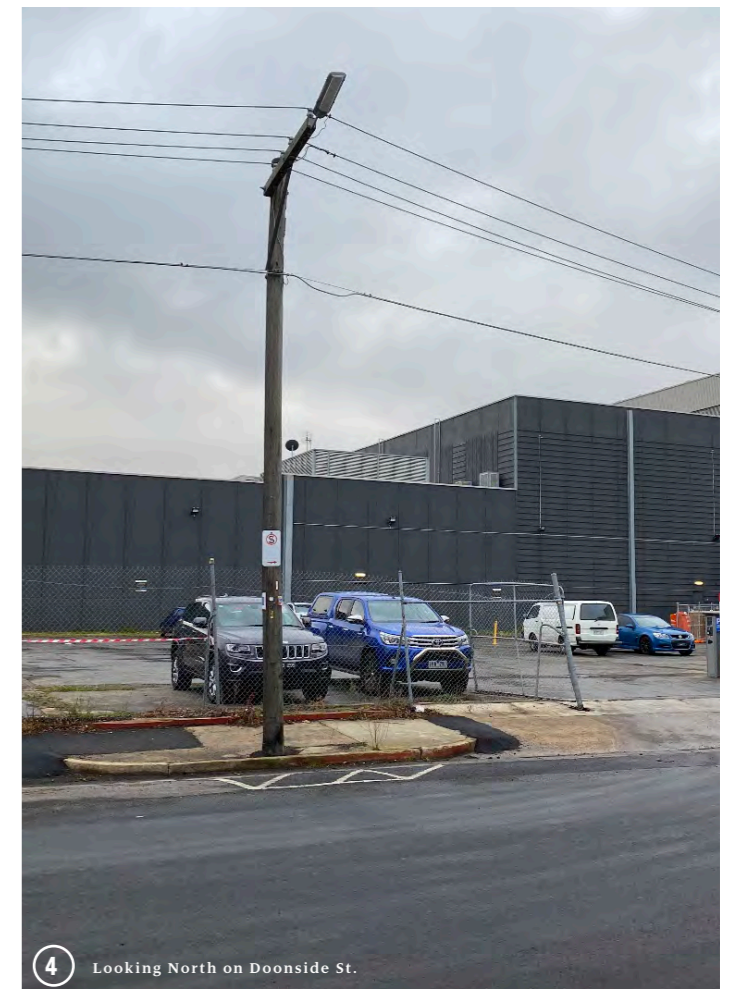
1 Looking East on Burnley



2 Looking East on corner of Burnley St. & Victoria St.



3 Looking South on Victoria St.



4 Looking North on Doonside St.

3.0 CONCEPT PLANS AND BUILT FORM GUIDELINES

3.1 Proposed Masterplan

3.2 Key Heritage Fabric

3.3 Ground Floor Plane

3.4 Park Lane

3.5 Harry's Lane

3.6 Doonside Park

3.7 Building Setbacks

3.8 Massing

3.9 Heights

3.10 Shadow Diagrams

3.11 Building Finishes and Materials

3.12 Development Summary

3.1 PROPOSED MASTERPLAN

EVERY PART OF THE PLANNING PROCESS TO DATE HAS BEEN ABOUT CREATING SOMETHING SPECIAL ON THE SITE. OUR BUSINESS LIVES HERE AND WE ARE TOTALLY INVESTED IN THE VISION. IT'S SO IMPORTANT TO US.

THAT MEANS BEING PART OF SOMETHING THAT NOT ONLY THE BUSINESS CAN BE PROUD OF, BUT THE COMMUNITY, AS WELL AS FUTURE RESIDENTS AND OTHER LOCAL BUSINESSES.

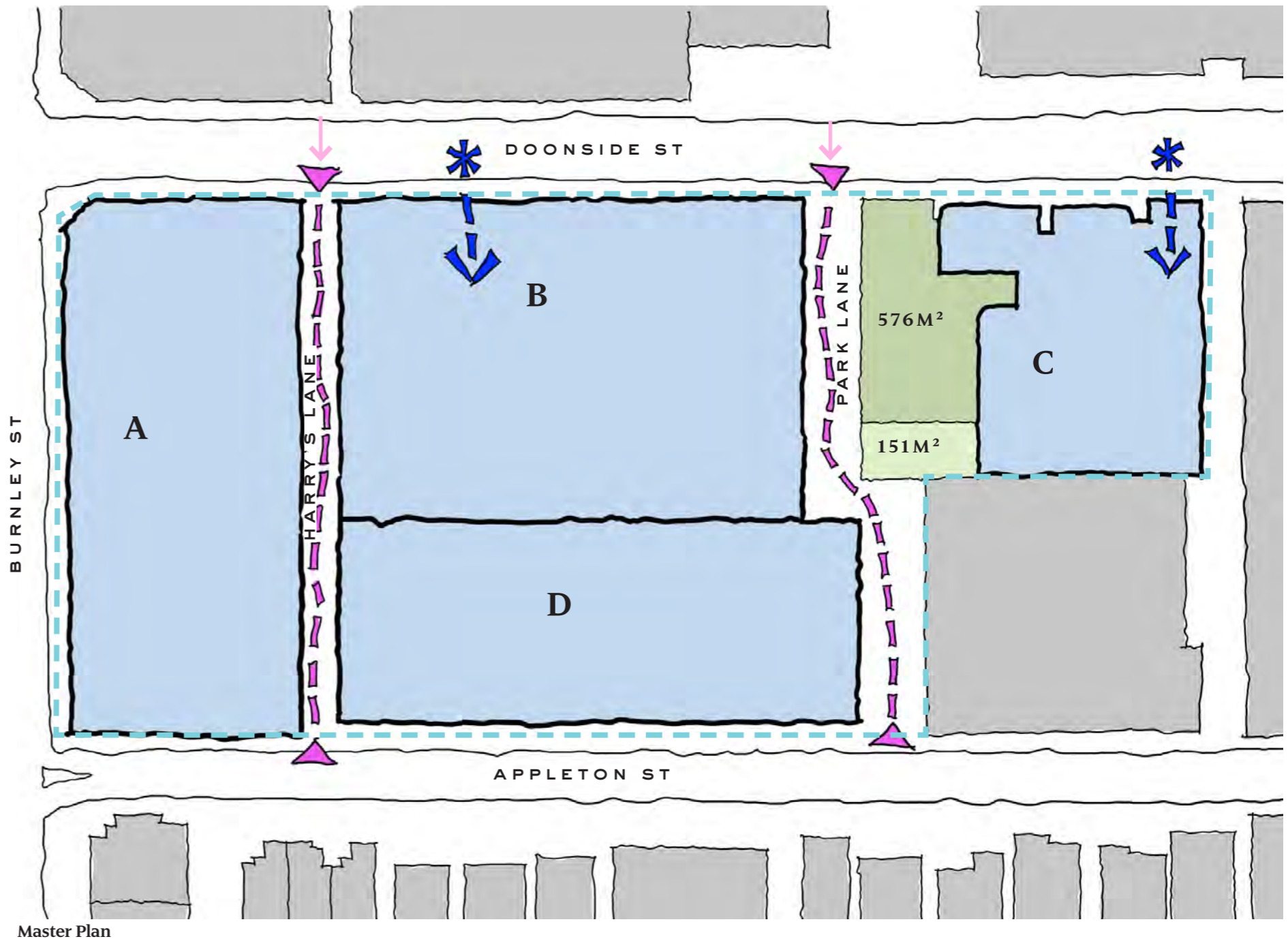
WE BELIEVE THIS WILL BE DELIVERED BY WAY OF THE PARK, THE LANEWAY, THE RETAINED HERITAGE, JOBS AND THE AFFORDABLE HOUSING.



RICK JAMIESON
OWNER
HARRY THE HIRER

Ground Plane - Lane-Ways + Active Frontages

- Minimum 576 sqm of public open space
- Additional 151 sqm of landscaping
- Lane-Ways
- Pedestrian Walkways - Entry
- Car Park Access
- Title Boundary
- Vehicle Access for Emergency Vehicles, Maintenance and Limited Access to HTH Showrooms (Harry's Lane Only)



Master Plan

3.2 KEY HERITAGE FABRIC

81-95 Burnley Street (HO375)

The Russell Manufacturing Company Pty Ltd (later Repco) building at 81-95 Burnley Street, Richmond is significant to the extent of the pre-1945 fabric. Built in stages for the Russell Manufacturing Company Pty Ltd, the brick (overpainted) building has a strong Moderne styling, with horizontal banding on the main elevations.

Post-1945 alterations and additions to the building are not significant.

26 Doonside Street (HO252)

The building, built c.1939 as an office and laboratories for the Russell Manufacturing Co., which later became Repco at 26 Doonside Street, Richmond is significant. It is a two storey Moderne style bichromatic brick building. It is approximately square in plan, with a curved corner at the northwest.

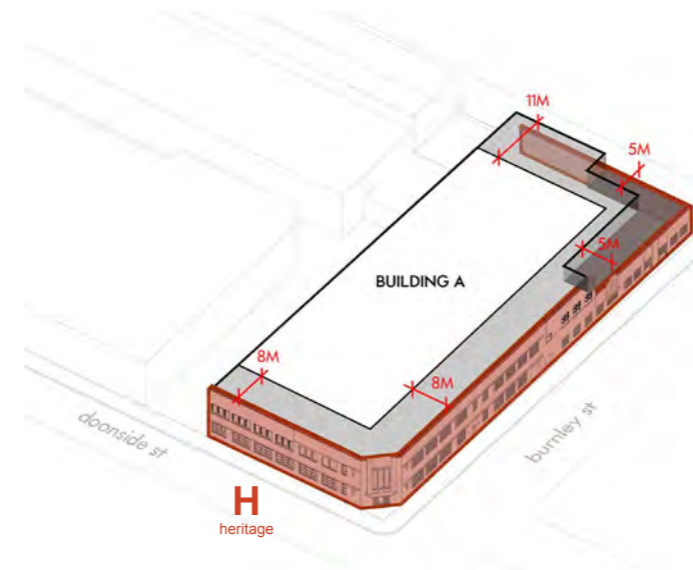
Proposal

The Development Plan proposes the retention and restoration of the former Repco factory facade and the office building. The restoration of the heritage buildings assists in enshrining the heritage significance of the subject site and surroundings, and allows for the buildings to be ameliorated into a bona-fixed mixed use development. The improvement of the existing heritage fabric into a new build assists in providing a sense of connection to place and history.

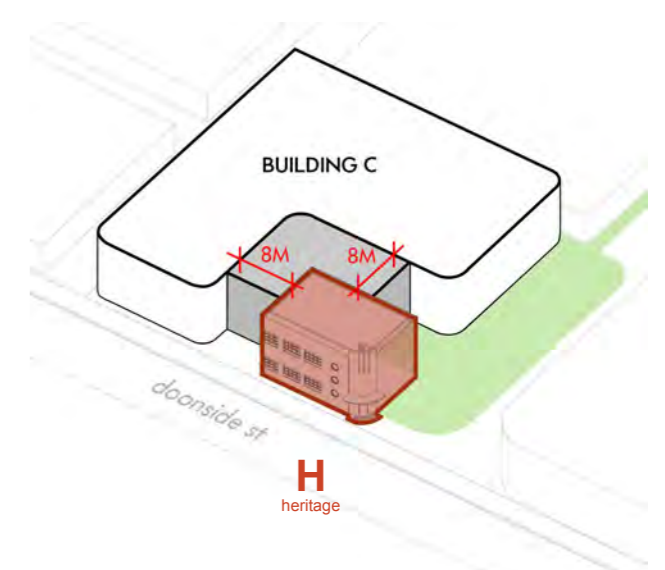
The scale of demolition and restorative works to the heritage buildings, plus the proposed new built form contemplated by the Development Plan have been resolved in conjunction with the project heritage consultant to ensure that the significance of the heritage and its surroundings is not unreasonably compromised.

Given the existing (and previous) commercial functions that have occurred within each building, and their two story form, each building is able to continue to accommodate commercial activity, which ensures limited modification to existing floor levels and fenestration patterns.

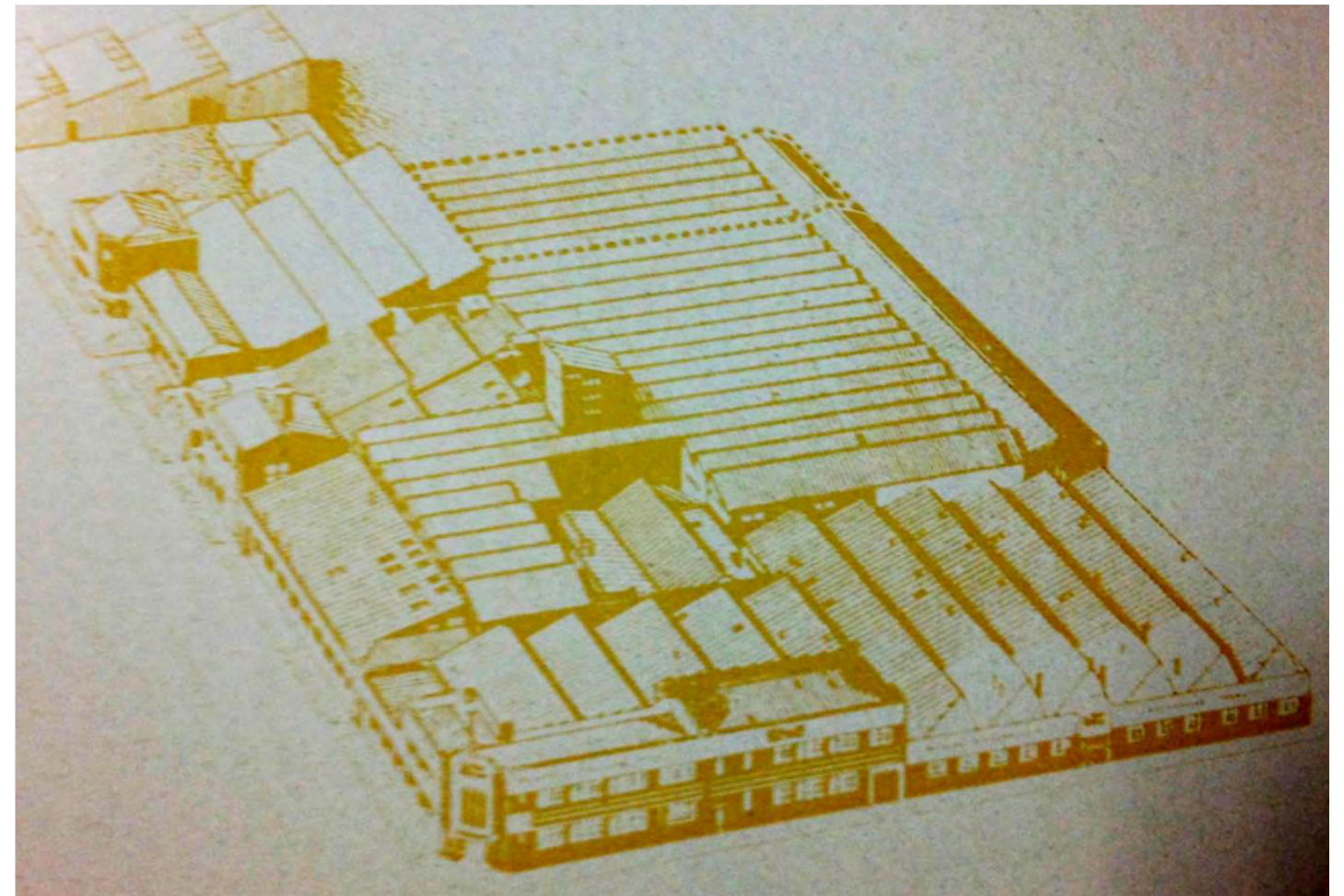
Surrounding the heritage building, pedestrian laneways, varied street wall heights and minimum setbacks behind the heritage façade are adopted (generally in accordance with Figure 1 of DPO15). This ensures that a three dimensional form of the retained heritage fabric is achieved from various vantage points within and surrounding the site.



81-95 Burnley Street (HO375)



26 Doonside Street (HO252)



A c1962 illustration of the Repco/Russell factory

3.3 GROUND FLOOR PLANE

36 Pedestrian Laneways:

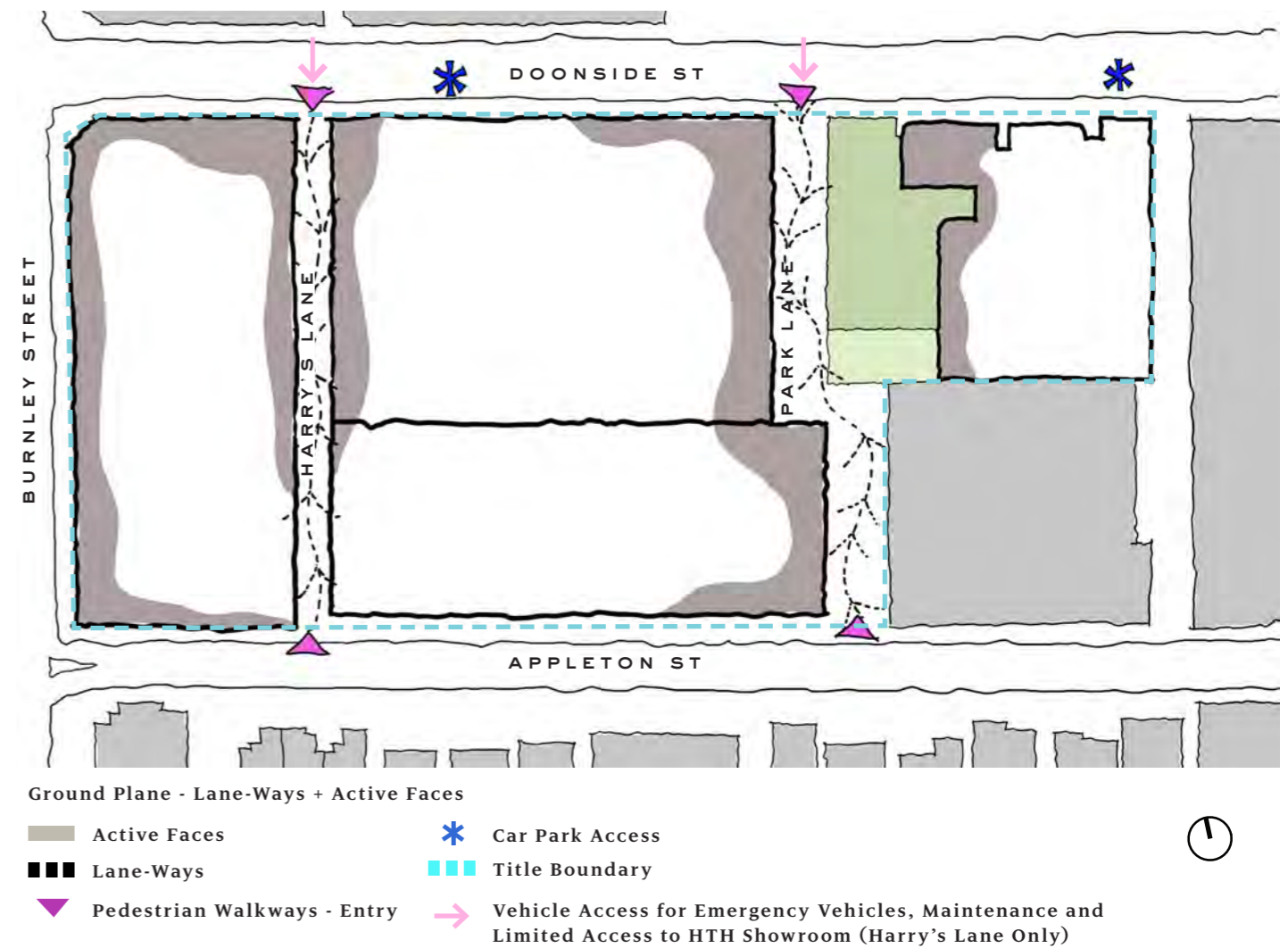
Fundamental to the Development Plan are the laneways and public spaces that integrate the development into the surrounding neighbourhood. As such, the flow of the ground floor plane is designed to create distinctive entries in and out of the site enabling connectivity with the surrounding pedestrian network and orientation within the site.

The form of the ground floor plane, combined with each building having an individual design, assists in creating a sense of identity and the direction of energy points into the laneway.

As a result, a publicly accessible laneway network of approximately 1400 square metres is proposed, comprising:

- Park Lane – A north-south through connection with a minimum width of 9.0 metres from Doonside Street to Appleton Street.
- Harrys Lane – A north-south laneway accessed via Doonside Street and Appleton St from the rear of the existing heritage factory building (HO252) that connects the Building A podium with that of Building B and D, with a minimum width of 6m.
- High quality urban design and CPTED principles through a mix of built form uses, landscaping, access to sunlight, shelter, lighting, public seating and bicycle parking.
- Is universally accessible for persons of limited mobility.

- A pedestrian focused environment that will be accessible by emergency services, maintenance vehicles and limited access to the Harry the Hirer showroom.



3.4 PARK LANE

The Development Plan proposes Park Lane to be sited adjacent Doonside Park and the Embassy Apartment Building. This represents a departure from the Indicative Framework Plan within DPO15, which seeks the proposal include an 8-11 metre built form adjacent the Embassy Apartment Building, to the south of the public open space.

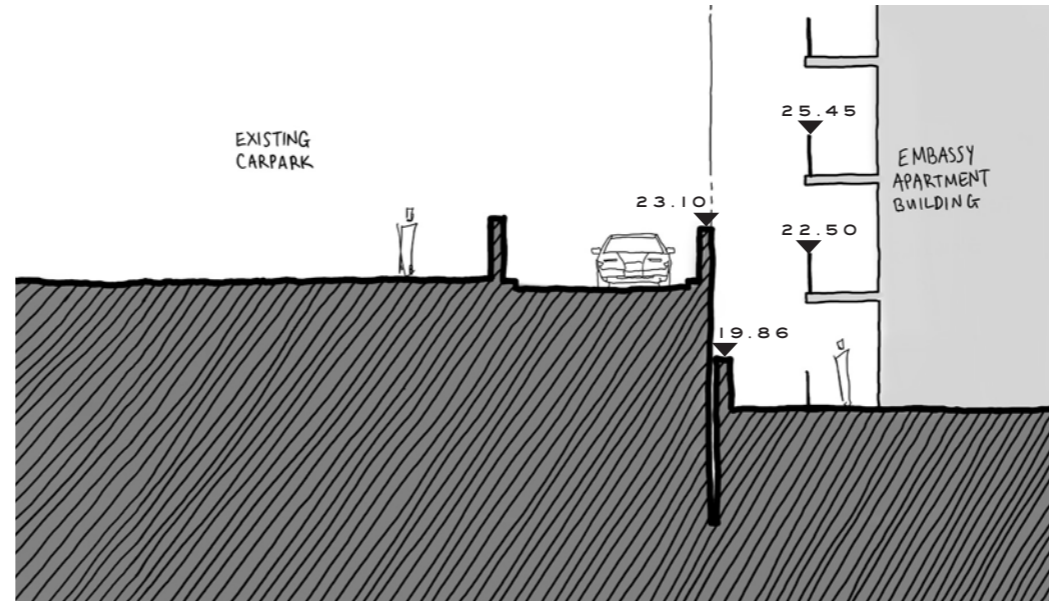
The proposed variation is considered appropriate for the following reasons:

- Protects the existing amenity of the Embassy Apartment Building through mitigating overlooking, overshadowing and visual bulk impacts.
- Maximises solar access to Park Lane via reducing the built form that flanks the laneway.
- Enables the Laneway to be highly activated within the site through the provision of habitable room windows and commercial frontages.
- The potential to include retail to provide continuous active frontages to assist with CPTED and passive surveillance.
- Given the Embassy apartment building does not include any screening from habitable room windows or balconies that are oriented towards the site, existing

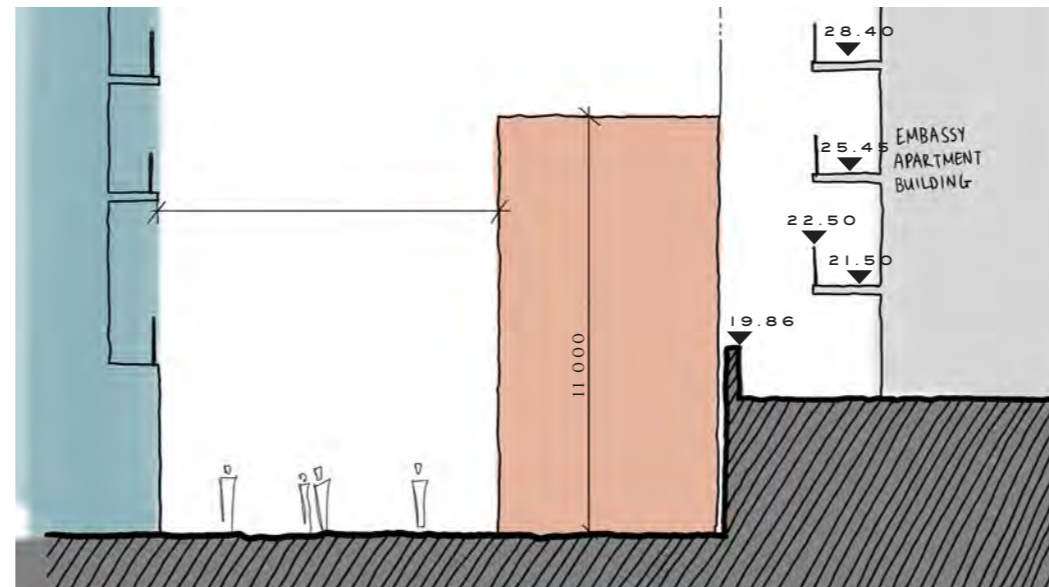


Park Lane is flanked by the 576 square metre public open space and 151 square metres landscaped area (Doonside Park). As a consequence, where the pedestrian lane is sited adjacent the public open space, a ground level separation between building B and C of 27 metres will be achieved.

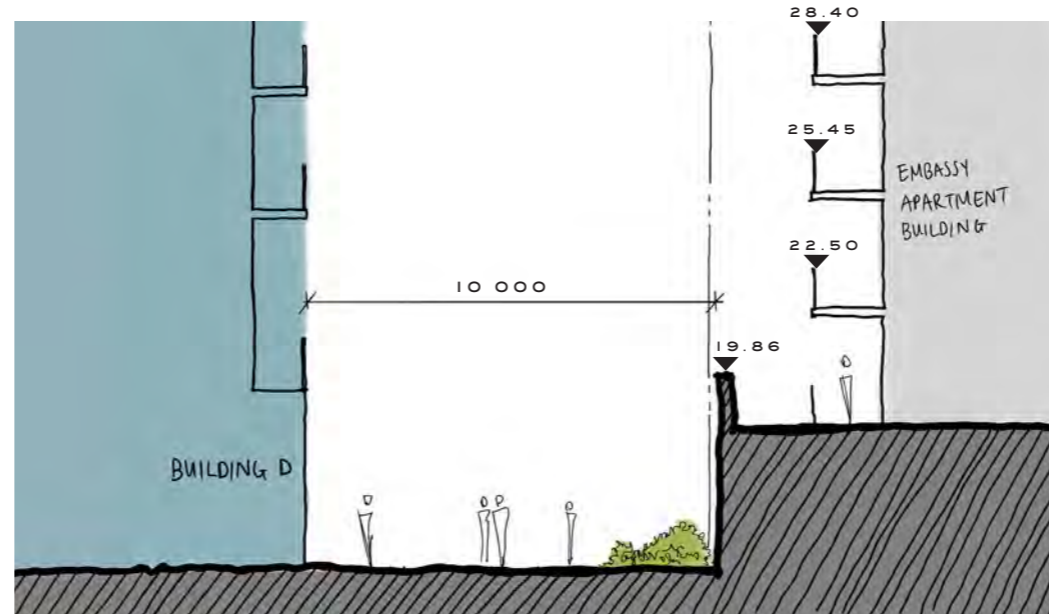
- Residents of this building will benefit from having an outlook to open space and will assist in providing surveillance over the laneway.
- Removes a built form that would have had shallow depth, compromised daylight access and uncertain economic viability.
- The straightforward geometry of open spaces allow for good visibility, clear sightlines to Victoria Gardens shopping centre and passive surveillance (CPTED).



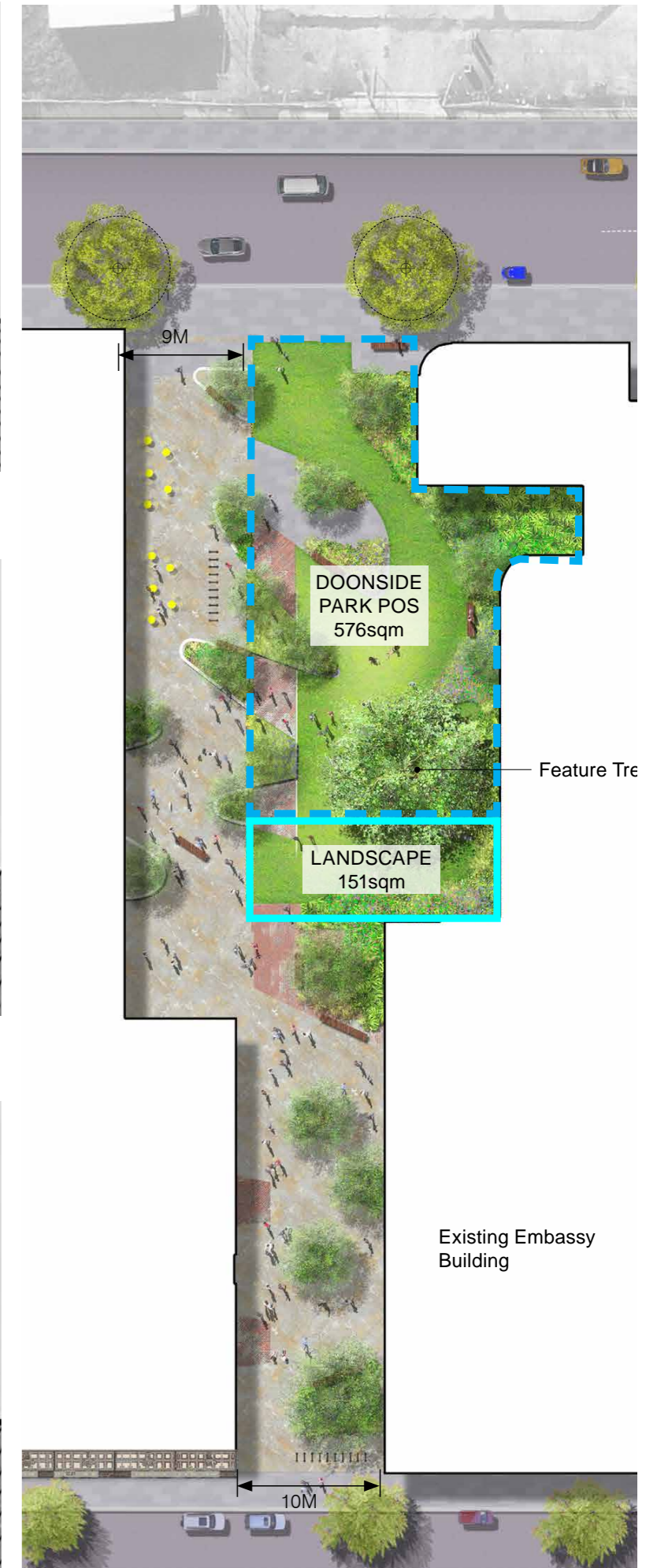
SECTION A - EXISTING CONDITIONS



SECTION A - DPO15



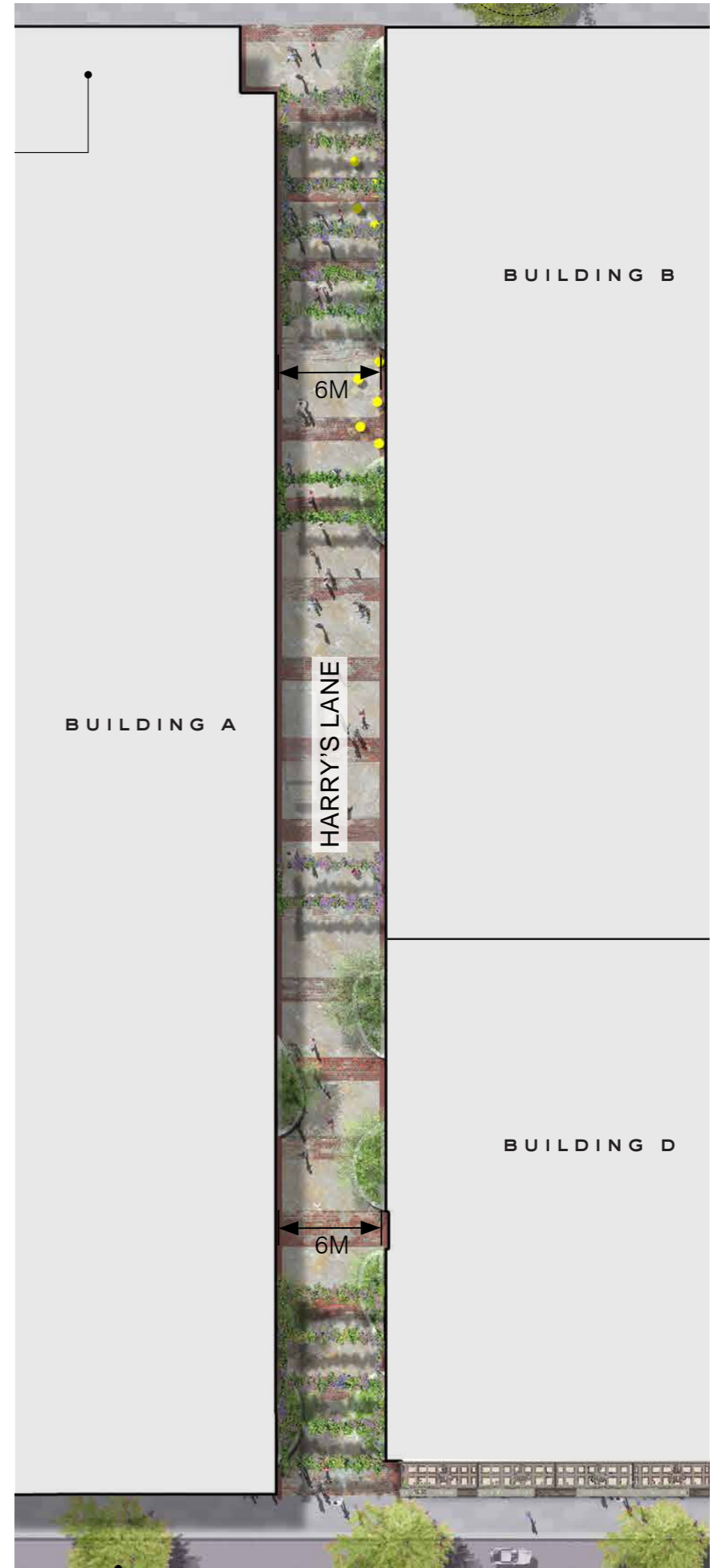
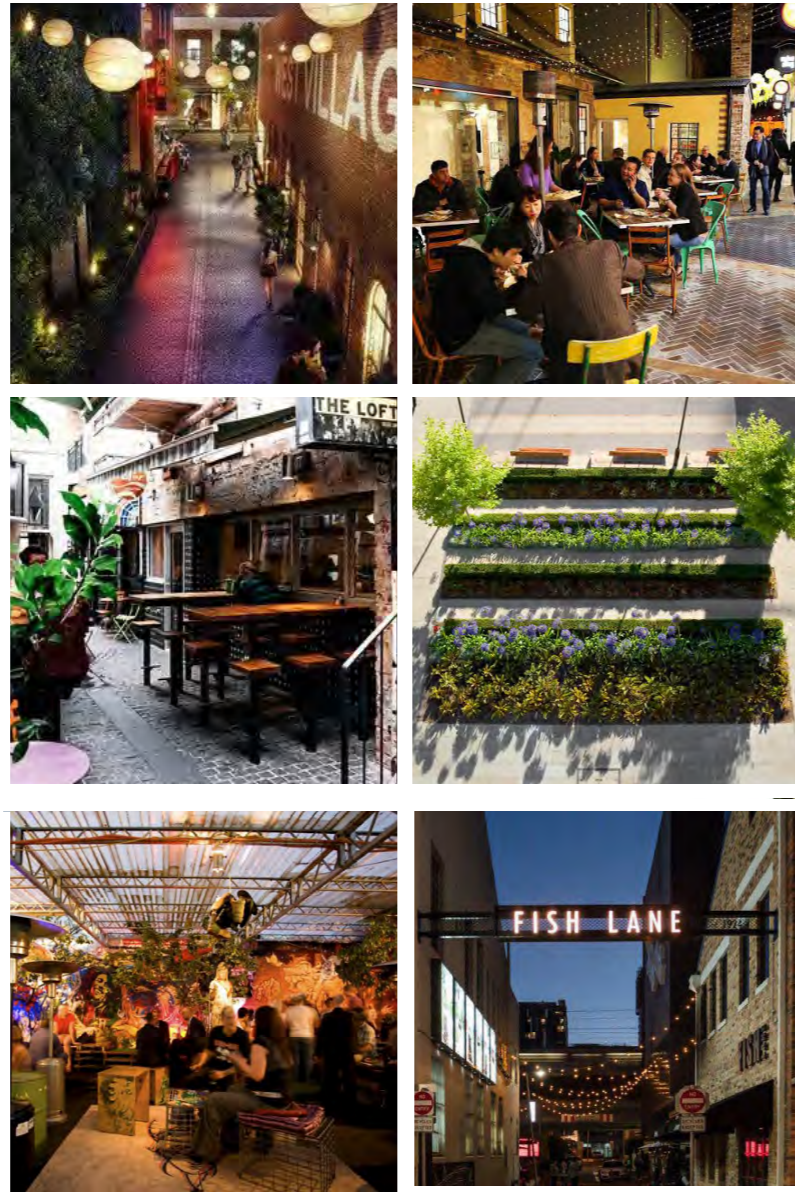
SECTION A - PROPOSED DEVELOPMENT PLAN



3.5 HARRY'S LANE

40 The north-south laneway assists in drawing pedestrians into the site and breaking up the mass and form of the development. The laneway is hallmarked by decorative paving, landscaping features and catenary lighting which will support a variety of commercial tenancies which will operate internally to the site.

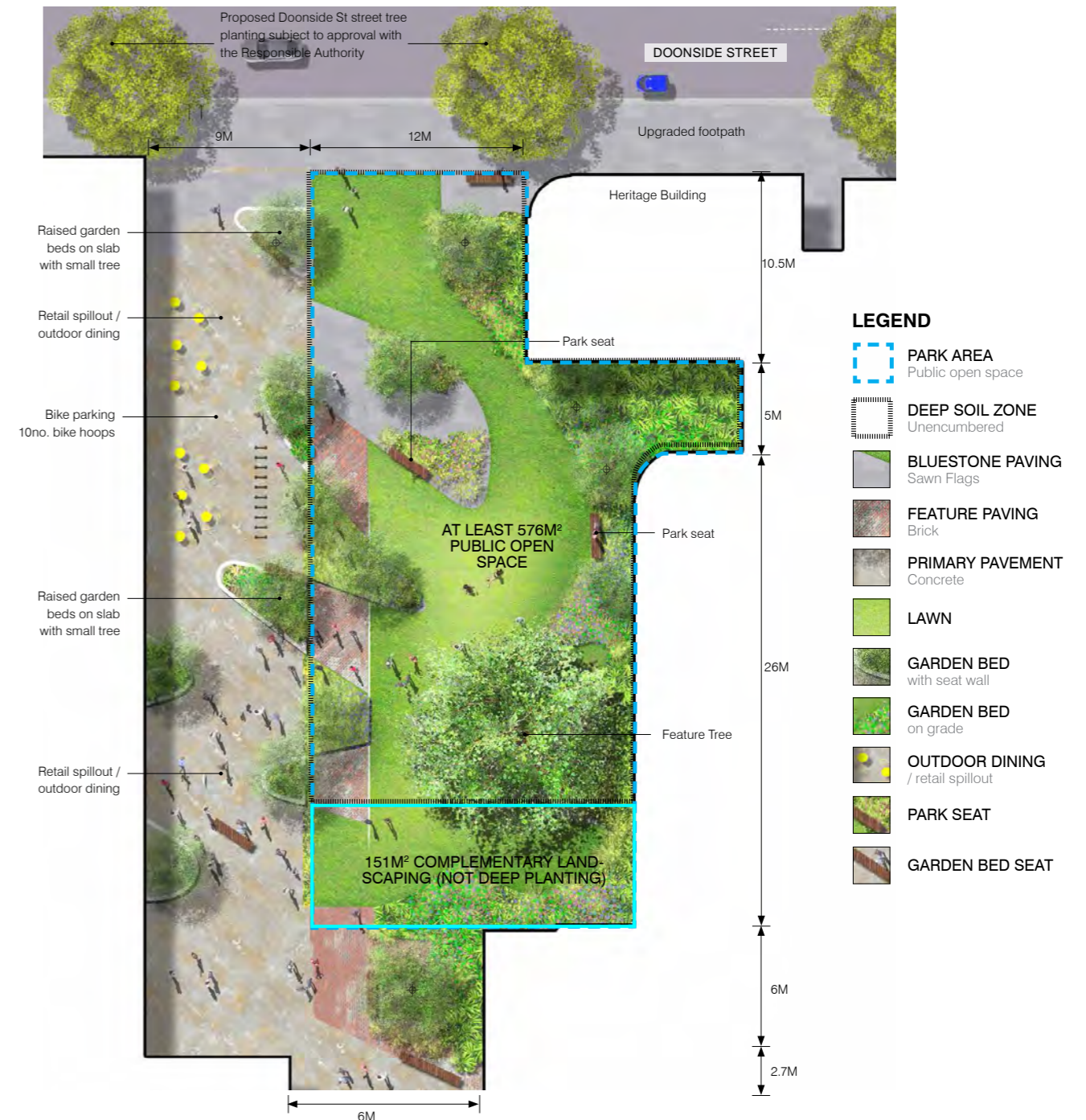
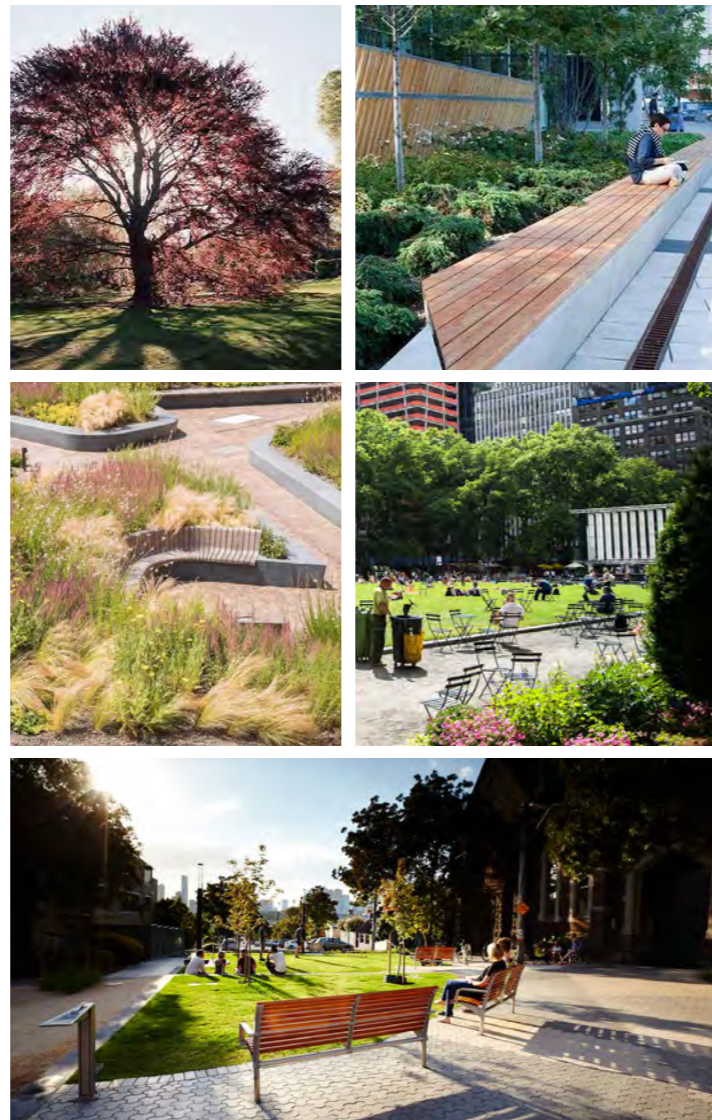
The laneway permeating the site enables a built form separation between Buildings A, B and D, creating an intimate environment that is continuously activated by commercial uses at ground level and residential above.



3.6 DOONSIDE PARK

42 The culmination of the eastern laneway is the ability to be able to meet and engage with Doonside Park.

Doonside Park, at a minimum of 576 sqm with a provided additional 151 sqm in area, will receive good solar access due to its northern orientation and its abuttal with the Doonside Street road reserve to its north and Park Lane to its west. Doonside Park will include provisions for deep soil planting, public lighting, decorative paving and integrated seating and will benefit from its relationship with commercial tenancies at the lower levels and residential above of surrounding buildings thereby ensuring passive surveillance and engagement with the park is maximised. The mix of uses in the precinct will ensure this area will remain activated throughout the day.



3.7 BUILDING SETBACKS

Building A:

Building A is sited above the former factory building on the corner of Burnley Street, Doonside Street and Appleton Street.

To Doonside Street and Burnley Street, the building adopts a minimum street setback of eight metres in accordance with the Indicative Framework Plan.

To Appleton Street, the new podium form is only partially setback from the Appleton Street frontage, and not the entire breadth of the frontage as sought by DPO15. The impact of the proposed form is mitigated by the five metre indent that wraps around the corner of Appleton Street and Burnley Street, which ensures that the single storey heritage form remains the preeminent form on this corner location.

Above the podium, Building A adopts an 11 metre street setback, below the 13 metres sought by the Indicative Framework Plan. The two metre variation in the upper level setbacks represents a minor departure from the Indicative Framework Plan and does not unreasonably compromise the heritage place.

Both variations to the built form surrounding Building A have been supported by the project heritage advisor.

Building B:

Building B is sited centrally to the site with a frontage to Doonside Street.

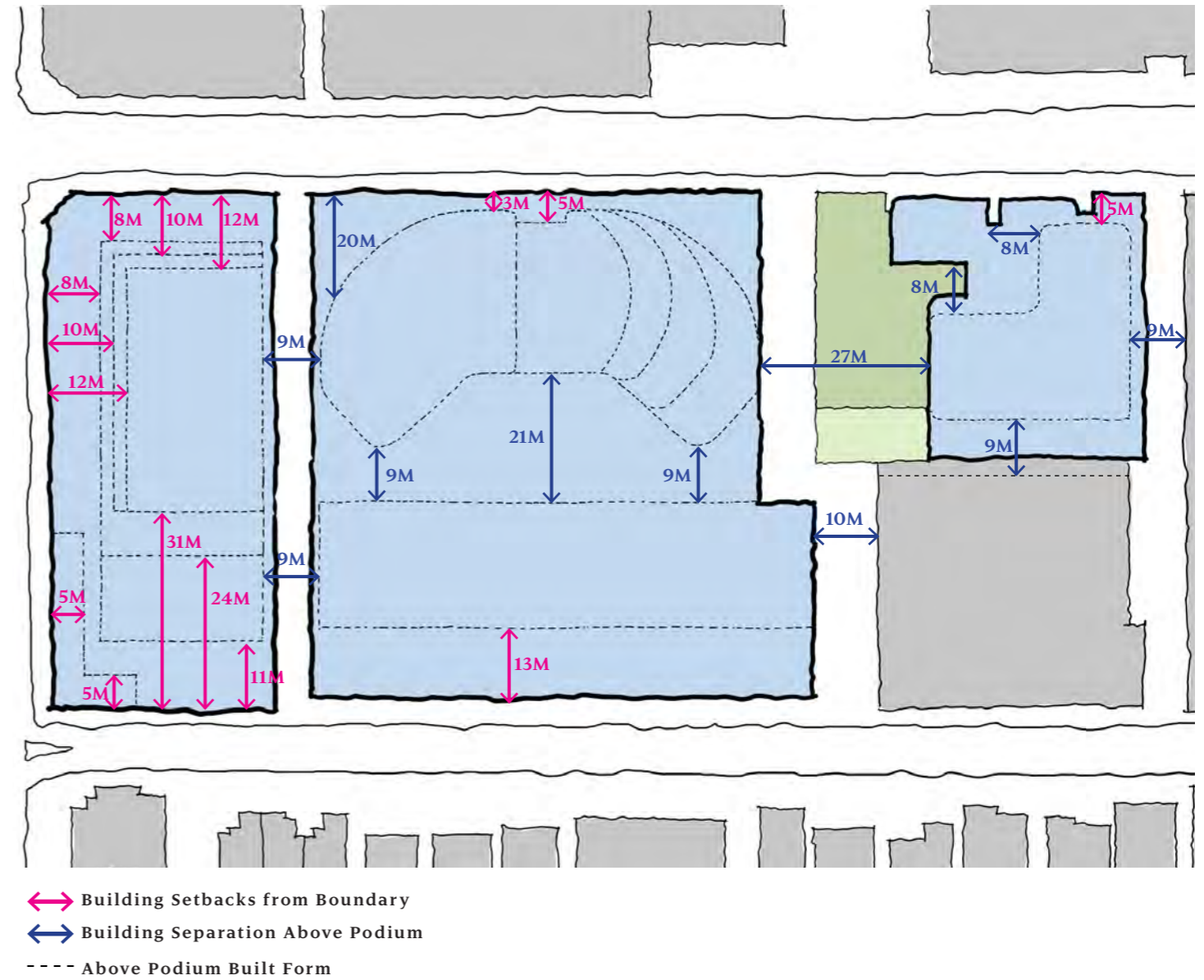
Building B proposes a continuous street wall to Doonside Street. Above the street wall, the building incorporates a curved form which results in street setbacks of 3-5 metres centrally, increasing to 20 metres as the building curves away from Doonside Street. The setbacks are generally in accordance with the Indicative Framework Plan, while the curved form allows for a visually interesting building and increased solar penetration into the site.

Building C:

Building C adopts a minimum 8 metre setback around the existing heritage building which assists in maintaining the three-dimensional form of heritage fabric. To Doonside Street, the tower elements adopts a 5 metre street setback, while to its side and rear – it adopts a minimum 9 metre setback to the Embassy Apartment Buildings in accordance with the Indicative Framework Plan.

Building D:

Building D is broken down into two modules, with individual townhouses fronting Appleton Street and an apartment building to its rear, setback 13 metres from Appleton Street in accordance with the Indicative Framework Plan.



3.8 MASSING

46 With setbacks, heights, distances between buildings and open spaces all designed to maximise the potential of the site in accordance with the City of Yarra Planning Scheme Development Plan Overlay, these factors influence the massing outcomes of the proposed buildings. The form and mass of the buildings also relate to aspects of human scale, heritage and architectural quality.

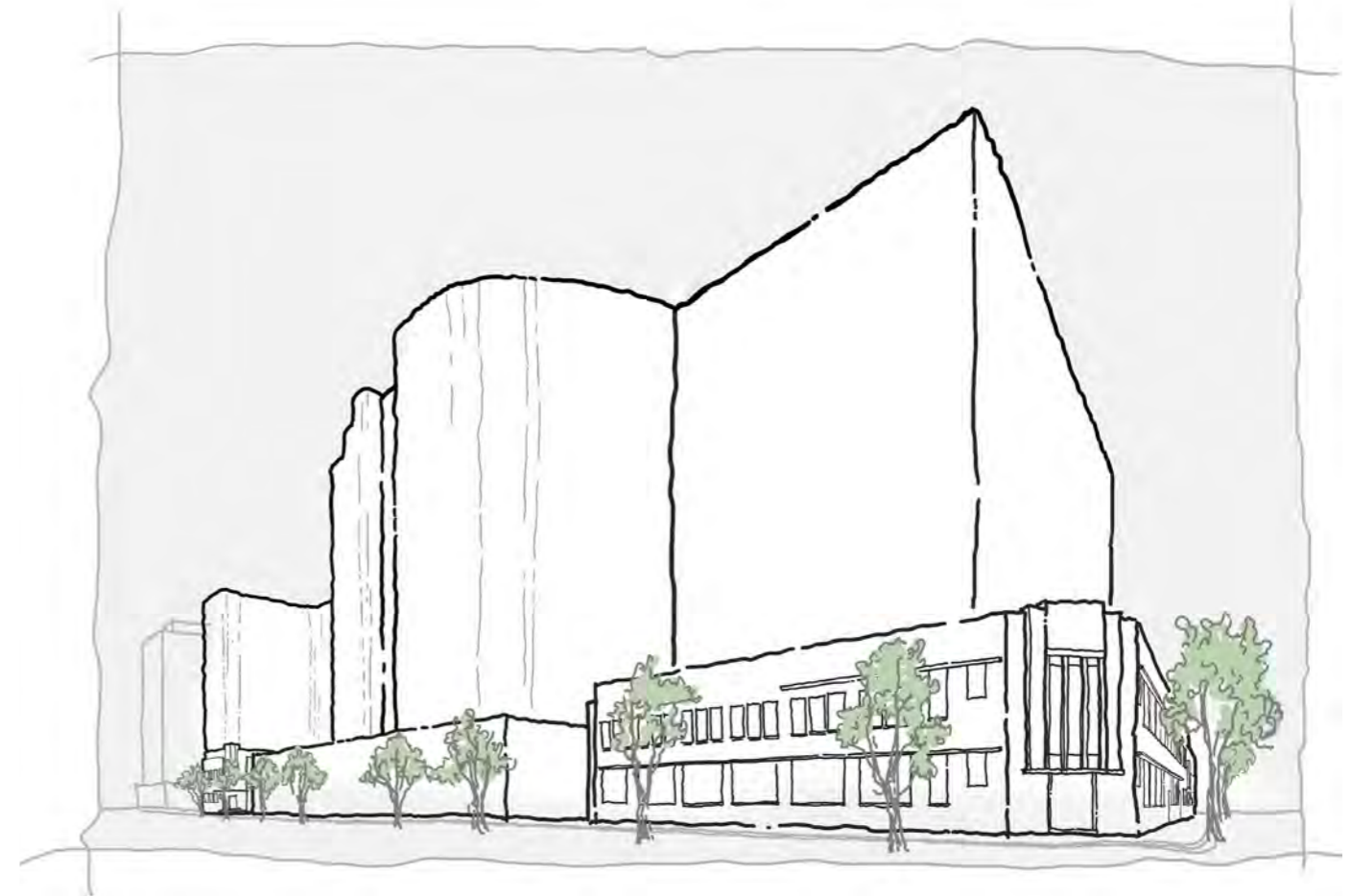
The varied massing views of buildings A, B, C and D address key vantage points when approaching the precinct from Burnley Street, walking down Doonside and Appleton streets, as well as through the newly designed laneways. These internal laneways within the site offer an opportunity to create an activated ground plane. Sightlines from across the road will be sympathetic to the street edge, transitioning the built form from the boundary to within the centre of the site.

Vehicular access and traffic movement are positioned along Doonside Street at points that minimise impacts on streetscapes, shared spaces and pedestrian footpaths.

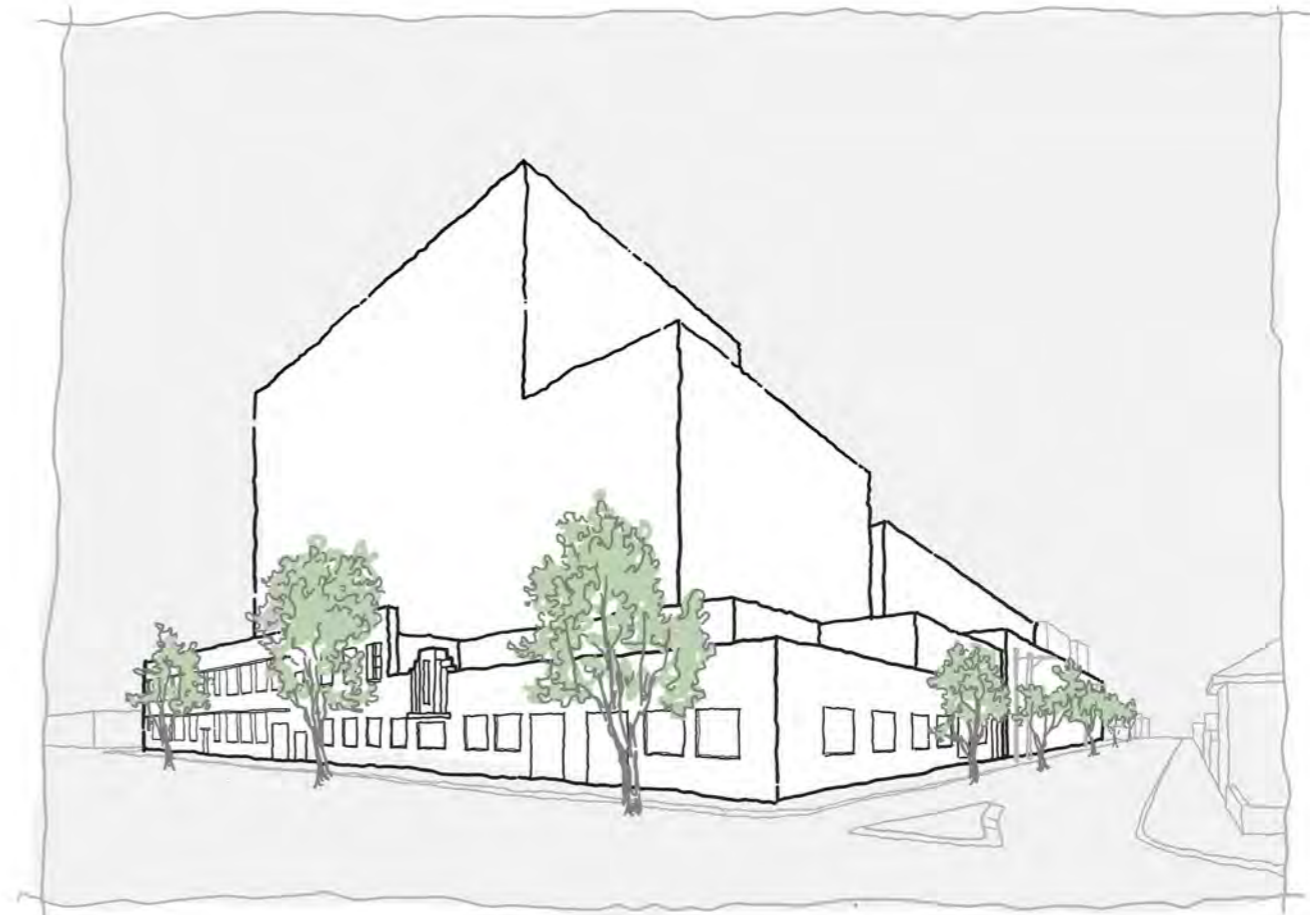
Multiple podium levels create a new level of human scale with the rest of the built form. When experiencing this precinct, visual interest is created through the holistic approach to massing and height that is fitting of its surrounding context.

Building B acts as the pillar that connects all other buildings in the precinct. Despite it being the largest mass among the proposed buildings, its height is less prominent when experienced from the main thoroughfare via Burnley Street. Further, the gradual stepping down of the building mass towards Doonside Park reduces This is in part due to the lower scale of the townhouses along Appleton Street.

The form and mass of the buildings are respectful of the industrial heritage of the site and its surrounds to the north and east, as well as to the residential heritage to the south. Materiality and finishes like steel and brick have been considered to further enrich and emphasise the architectural quality of the existing heritage buildings within the site.



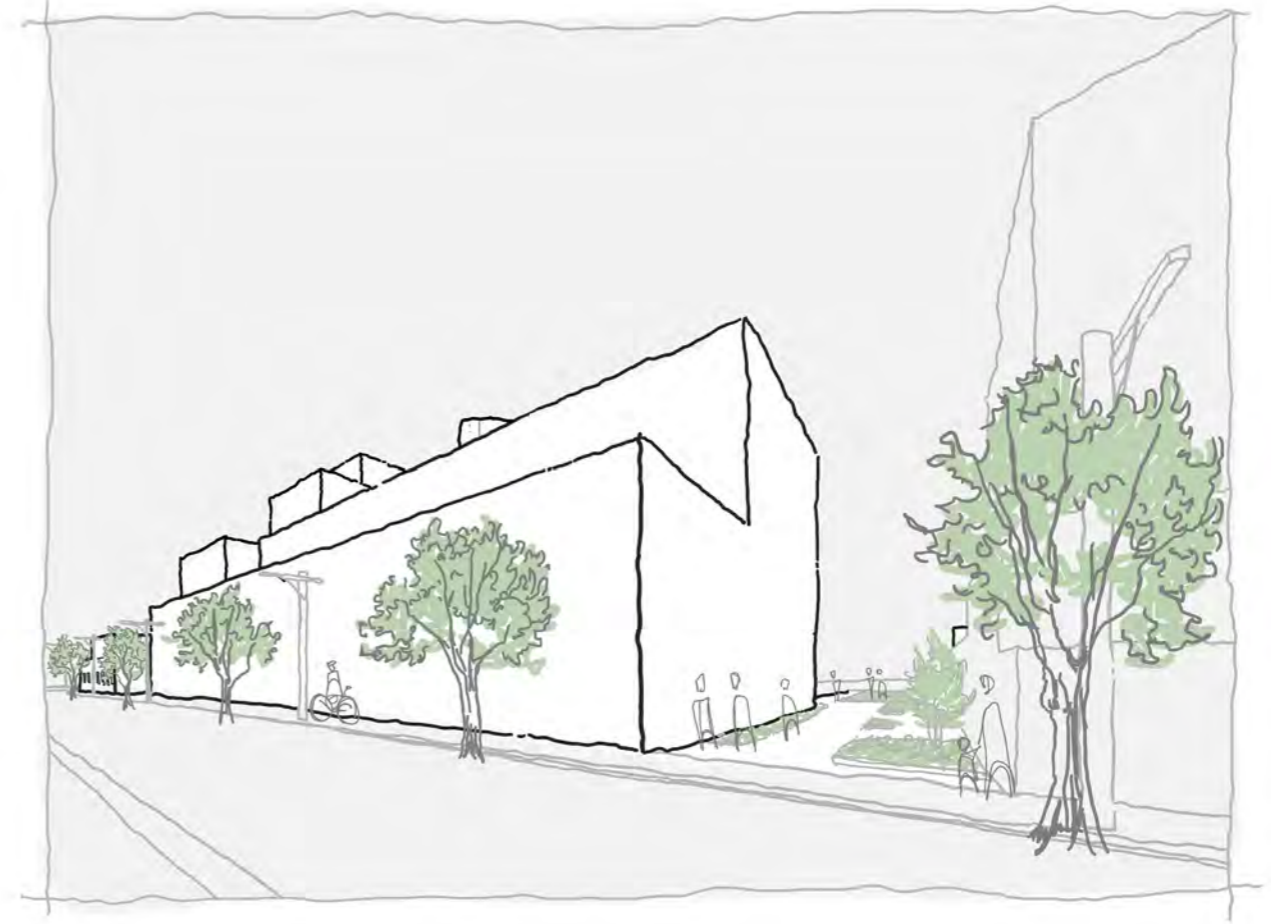
VIEW A: LOOKING DOWN DOONSIDE STREET FROM BURNLEY STREET



VIEW B: LOOKING DOWN APPLETON STREET LOOKING FROM BURNLEY STREET

3.8 MASSING

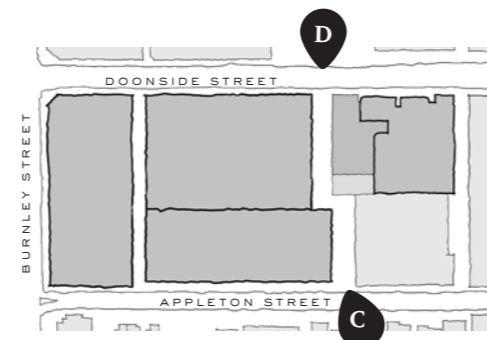
48 These key views with the massing of the buildings consider sightlines from across the road and is sympathetic to the street edge with transitioning the built form from the boundary to within the centre of the site. Materiality and finishes have also been considered to further enrich and emphasis the existing heritage buildings within the site.



VIEW C: LOOKING INTO PARK LANE FROM APPLETON STREET

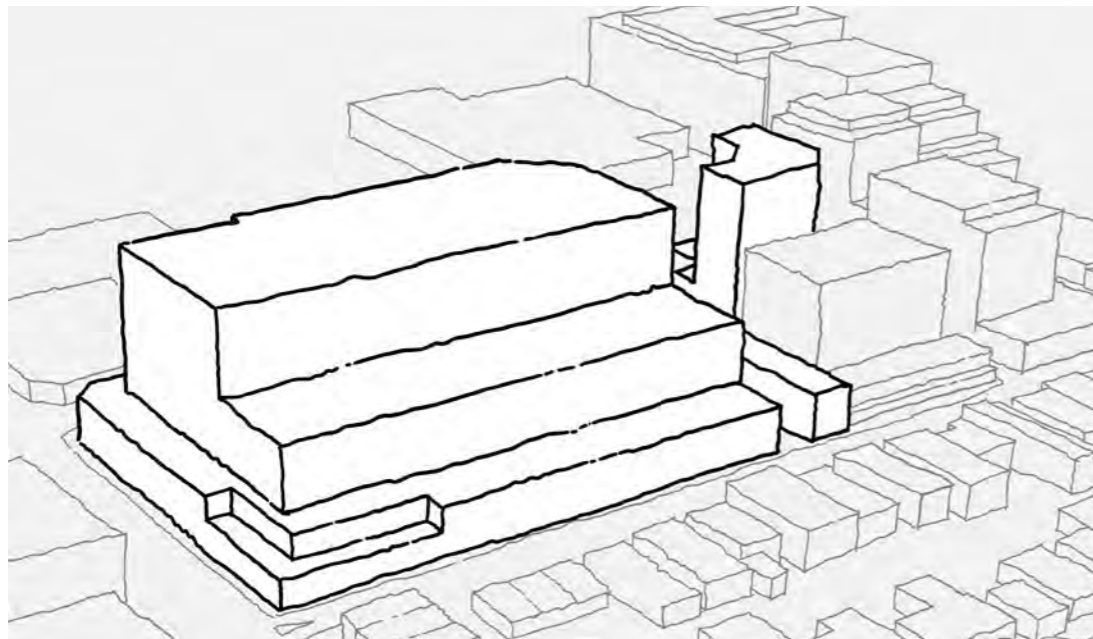


VIEW D: LOOKING DOWN PARK LANE FROM DOONSIDE STREET

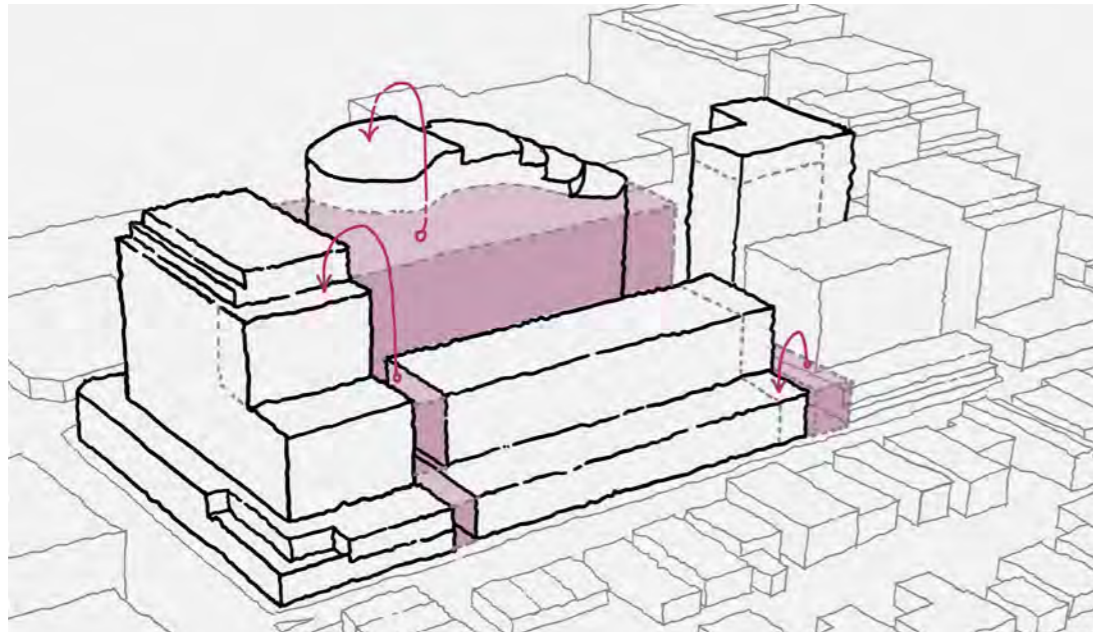


3.9 BUILDING HEIGHTS

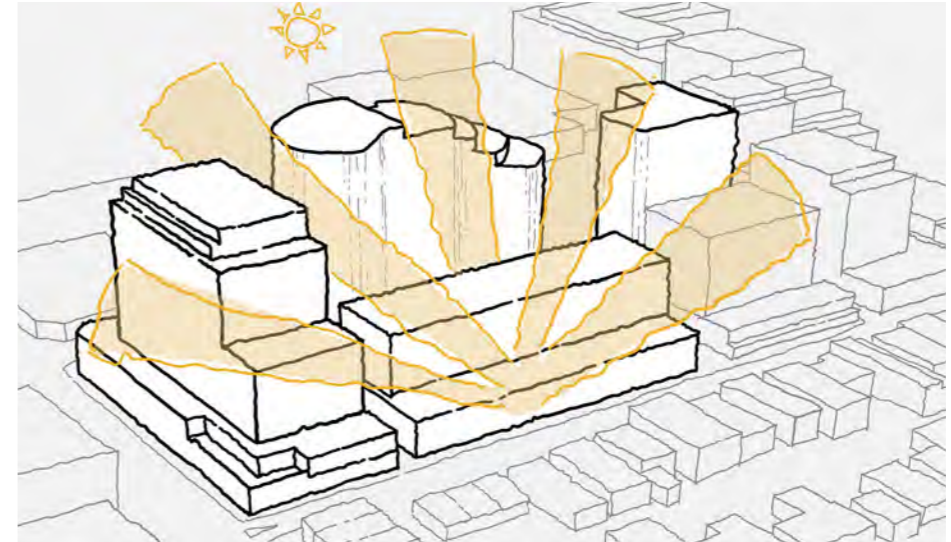
DPO HEIGHTS & ENVELOPE



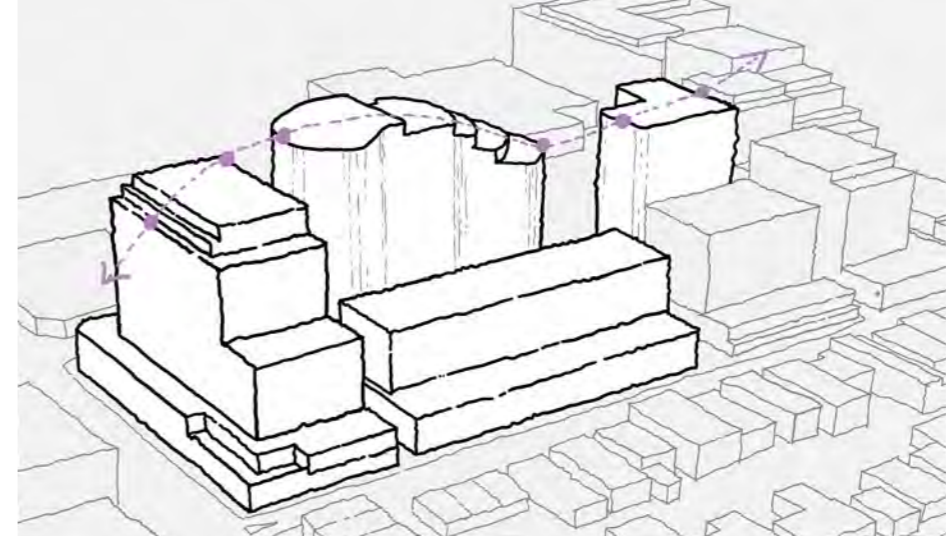
REFINEMENT OF DPO ENVELOPE TO MAXIMISE
INTERNAL AND EXTERNAL AMENITY



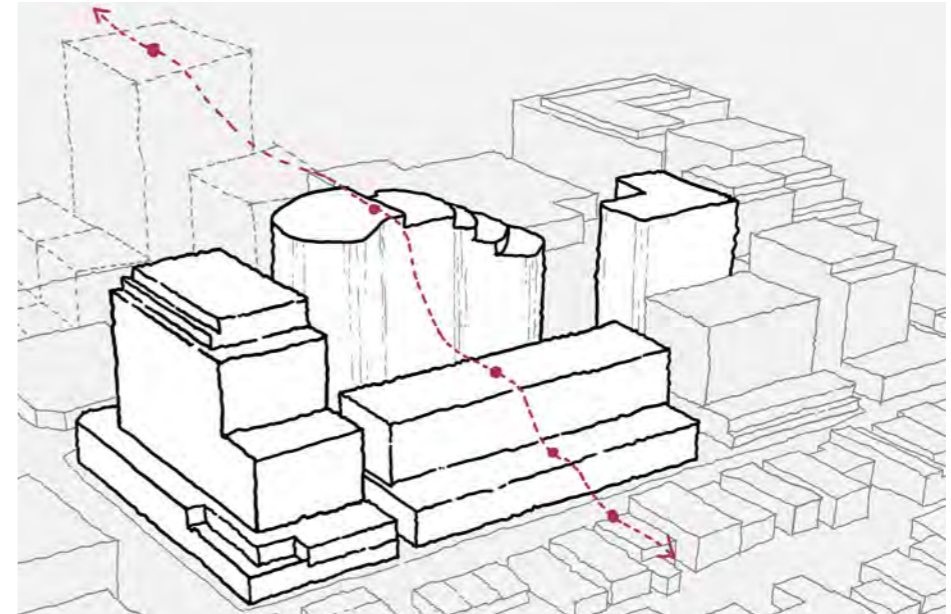
DESIGNED TO OPTIMIZE SOLAR ACCESS



VARIED SKYLINE ALONG DOONSIDE



TRANSITION IN HEIGHTS IN
RESPONSE TO FUTURE CONTEXT



3.9 BUILDING HEIGHTS

The maximum building heights of the four buildings is as follows:

- Building A – 49.6 metres
- Building B – 55.9 metres
- Building C – 41.9 metres
- Building D – 25.4 metres

The varying heights across the buildings are designed and spaced to result in a visually interesting and coherent precinct. With each building displaying its own unique design language, together they form a collection of built forms that speak to each other's design expression, as well as tie into Richmond's rich industrial past and varied skyline.

At a maximum 49.6 metres, Building A is seen as the development hero building and is the first building to be experienced when traveling along Burnley Street. Its relationship to the existing heritage wall plays an integral role in the proposed built form, along with its setback from Burnley Street and the stepping and height transition from Appleton Street.

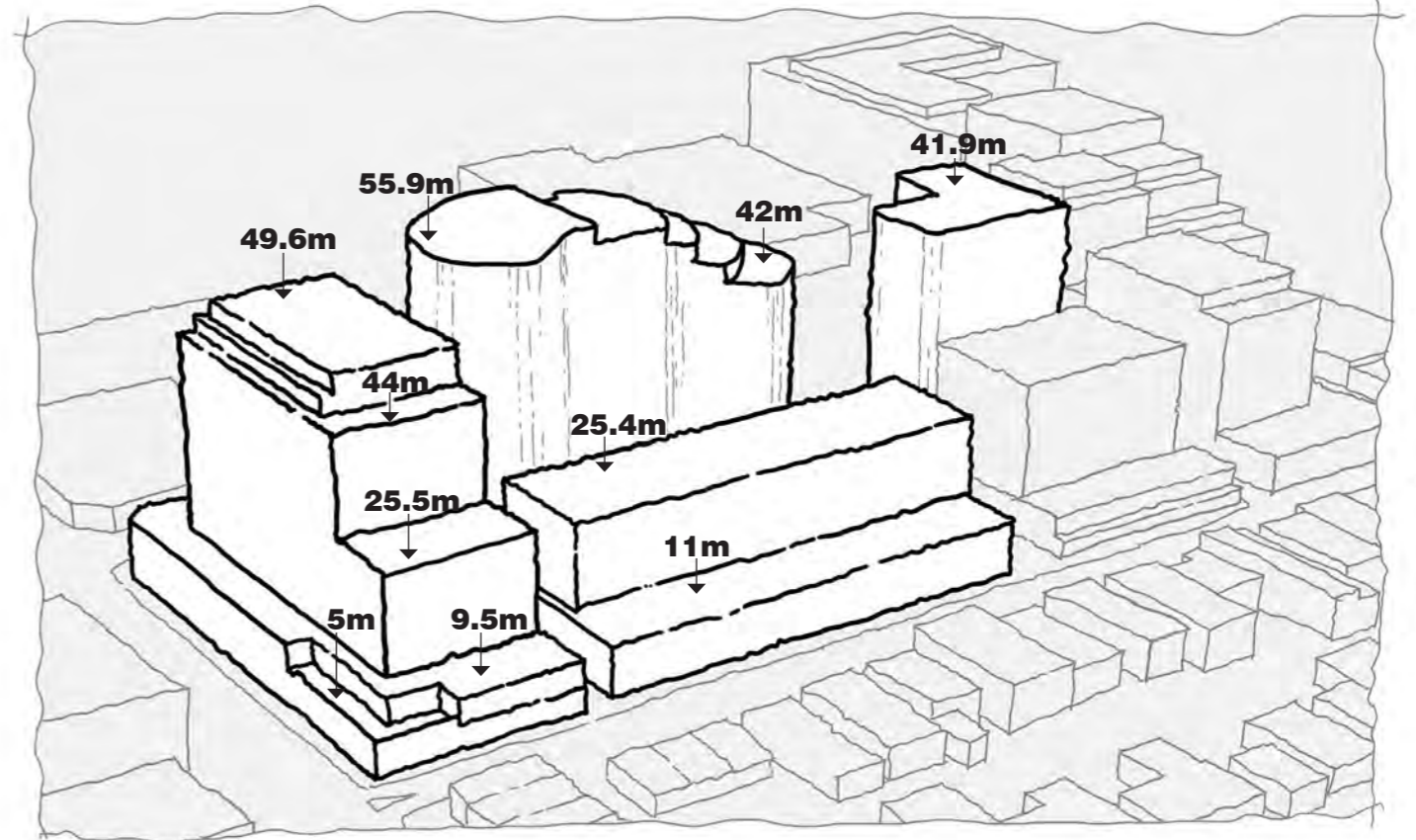
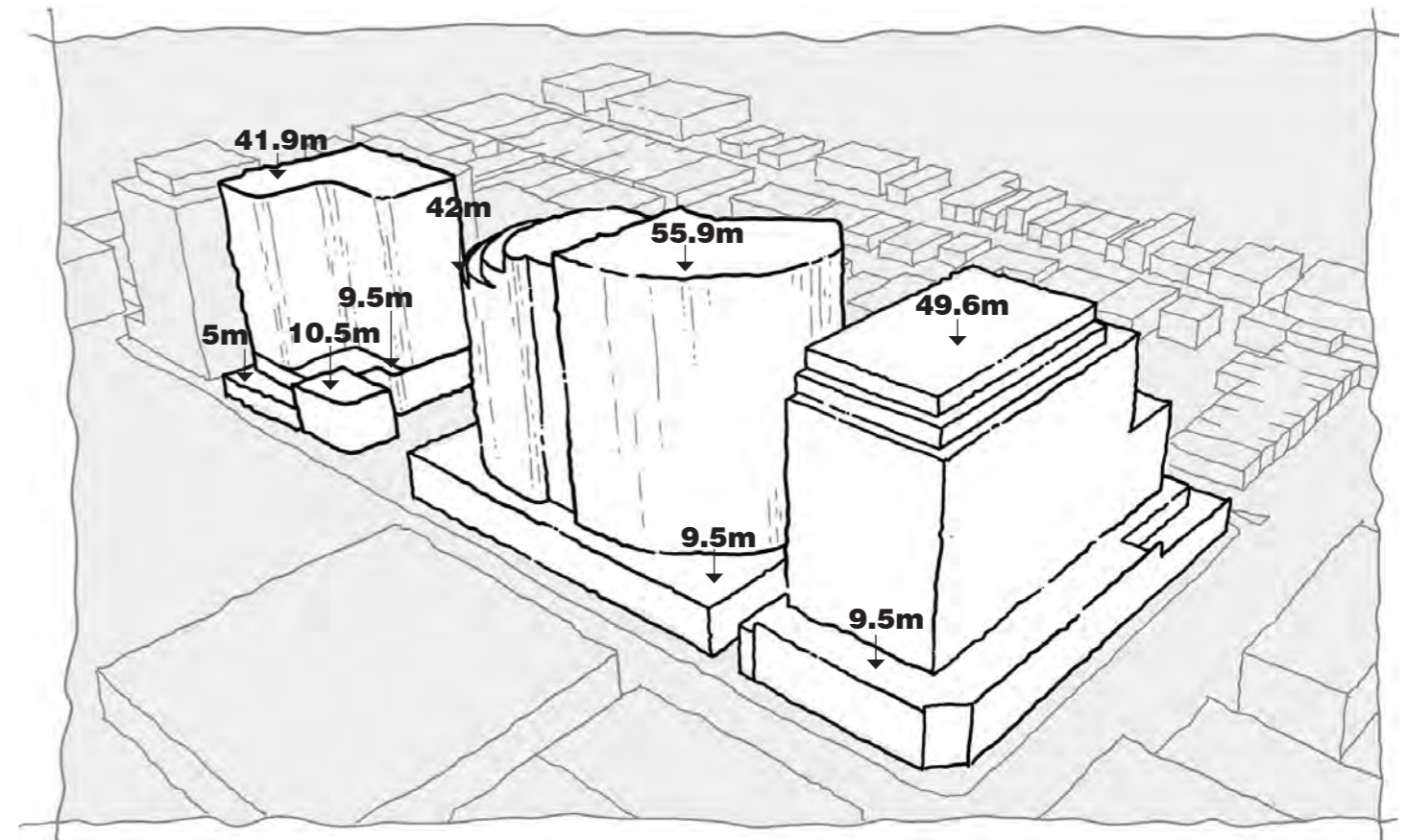
Adjacent to Building A is the curvilinear Building B, standing as the tallest building within the precinct. The targeted approach to the massing of Building B opposite a car park and a "sensitive use buffer" zone ensures that the external amenity impacts of the building are easier to manage. Equally,

the curved form of Building B enables a volume and mass to be extruded that maintains a high quality internal amenity outcome in respect to daylight, solar access and wind. The massing and volume of Building B steps down as it approaches Building C to a height of 42m. This breaks down the physical bulk and height of the building, while creating a varied and visually interesting silhouette along the skyline of Doonside St.

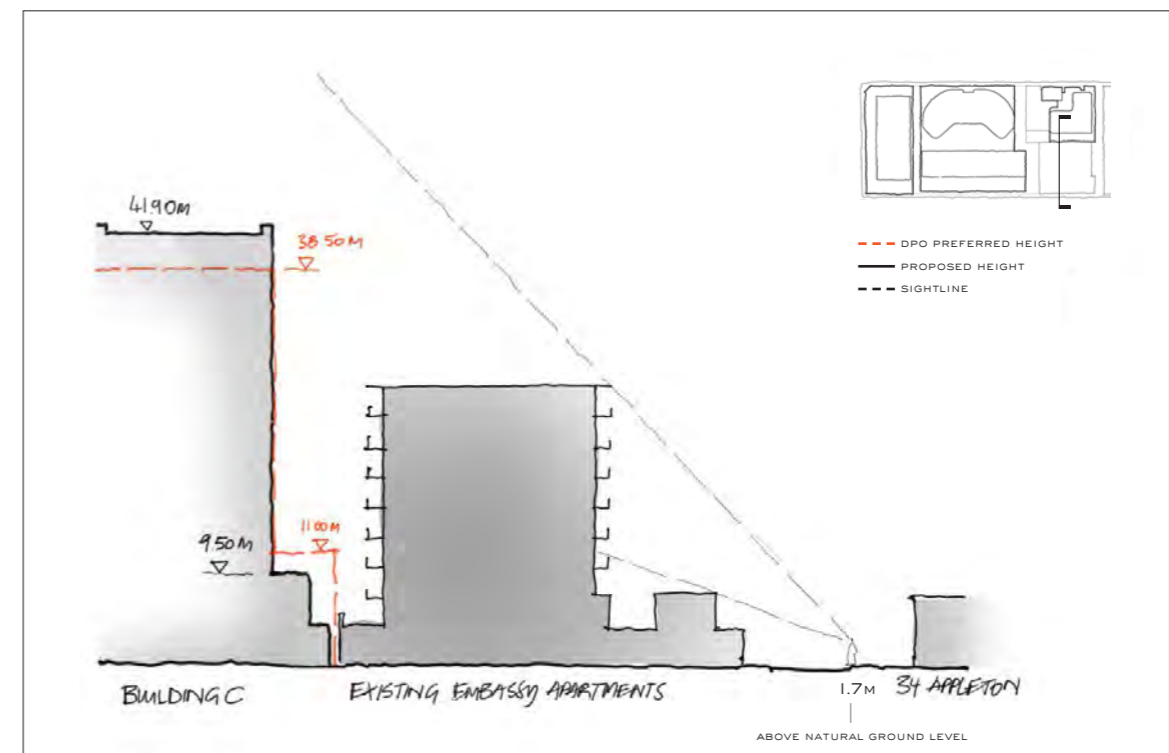
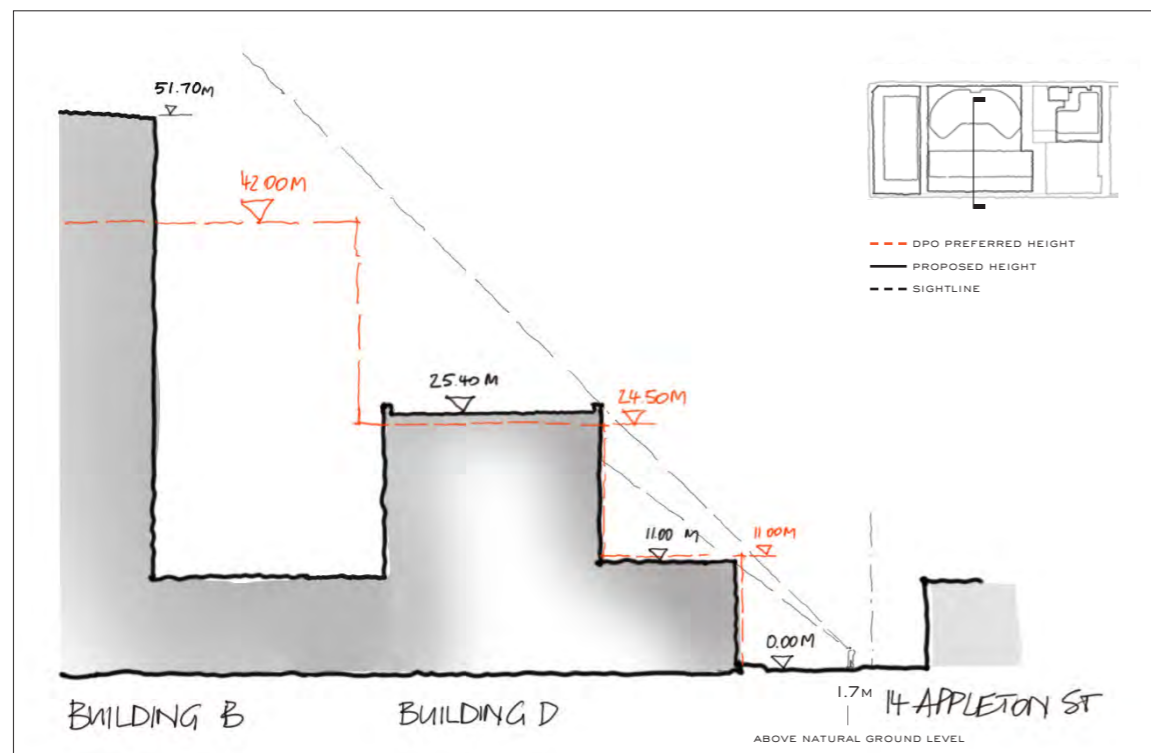
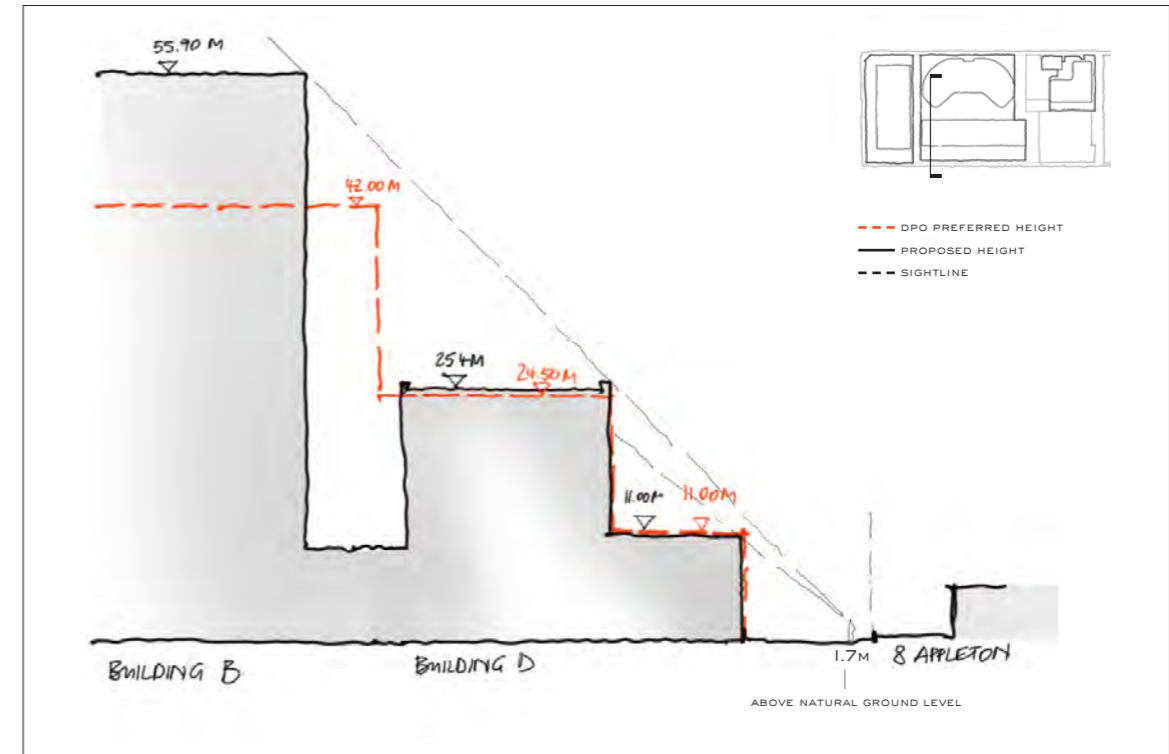
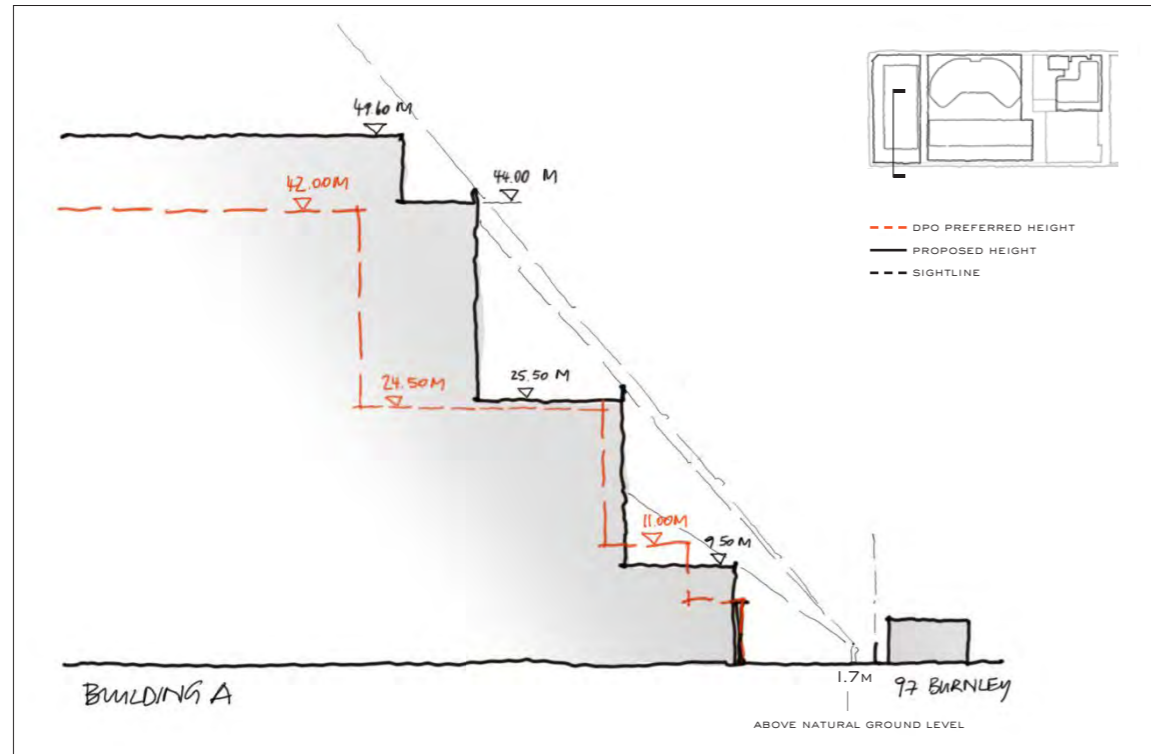
Further ahead, the height and form of Building C is complimentary to the neighbouring Embassy Apartments (approximately 39 metres) and visually engages with the existing heritage building in the foreground.

The transition in height across the site is also a response to the residential buildings along Appleton Street. Building D, is broken down into two distinct elements, being the townhouses fronting Appleton Street will display varying facade treatments reflective of the existing worker's cottages with a maximum height of 11 metres.

As a backdrop to the townhouses, an additional 25.4 metre apartment building is designed to continue the tiered relationship with the existing workers cottages from a north-south cross-section. This addresses the transition of height from the proposed tower to the townhouses and drop to the fine grain to offset any potential overshadowing impacts.

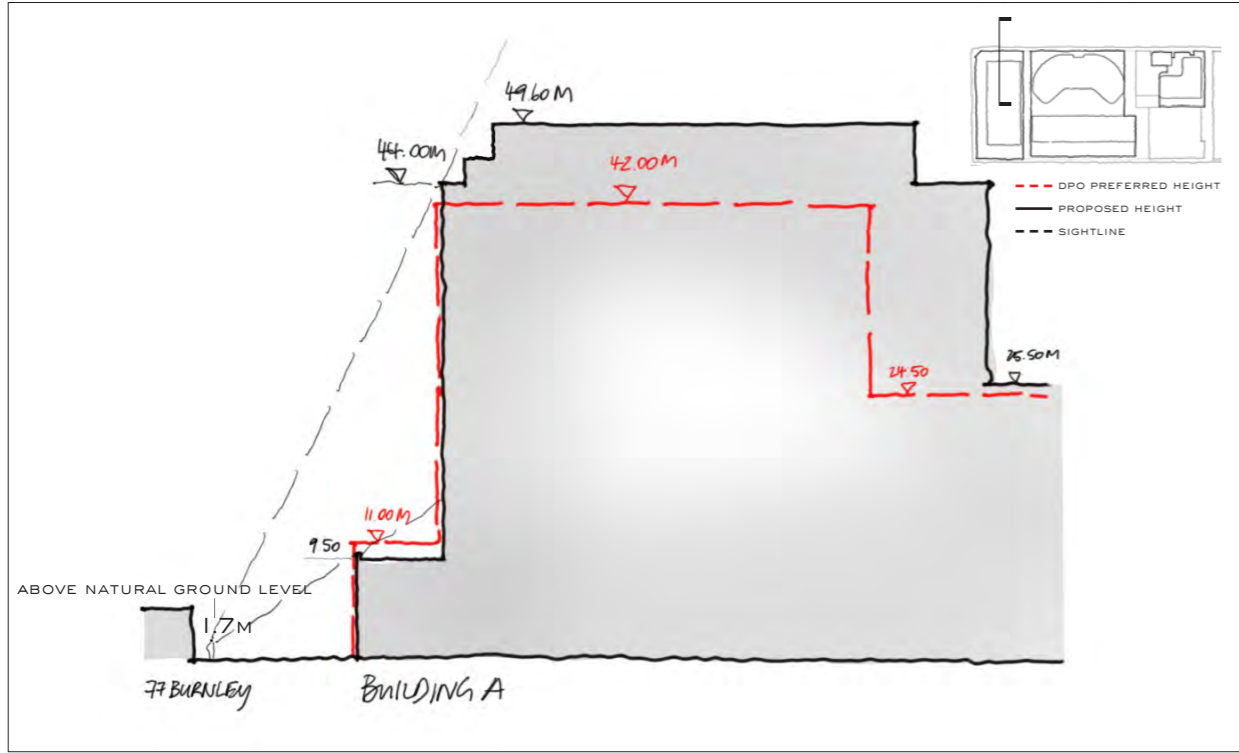


3.9 BUILDING HEIGHTS

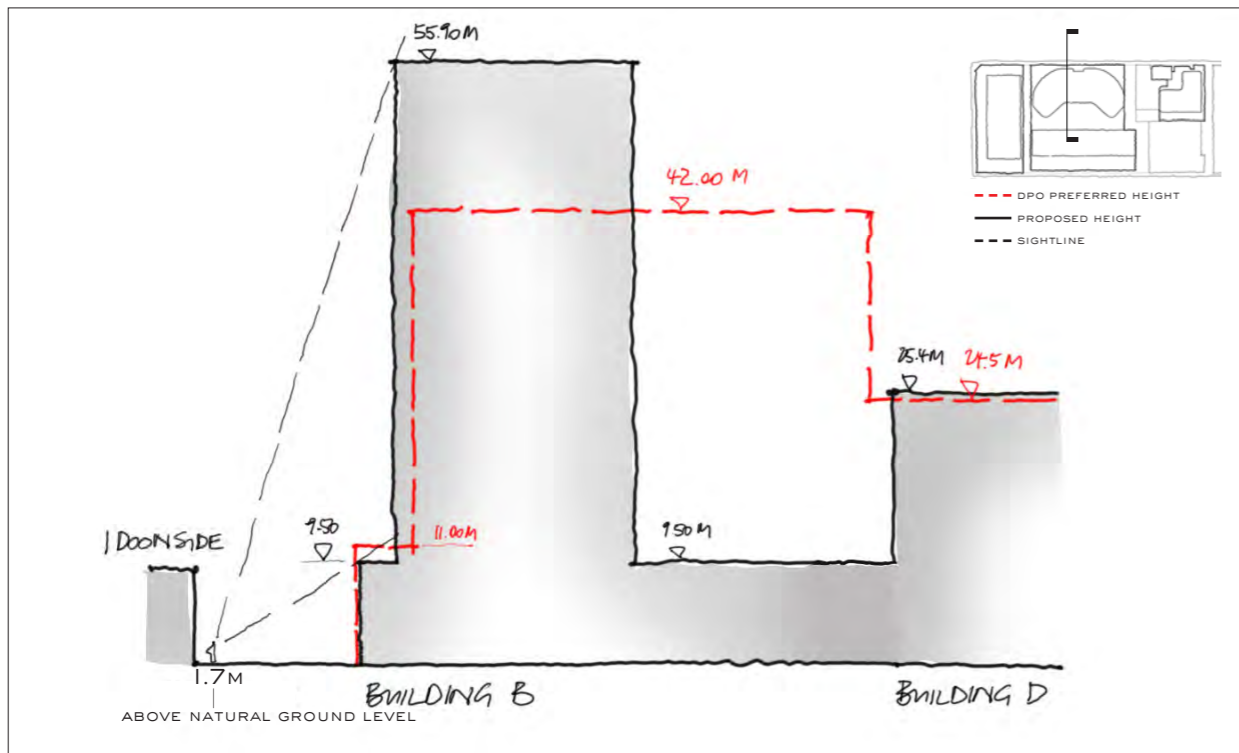
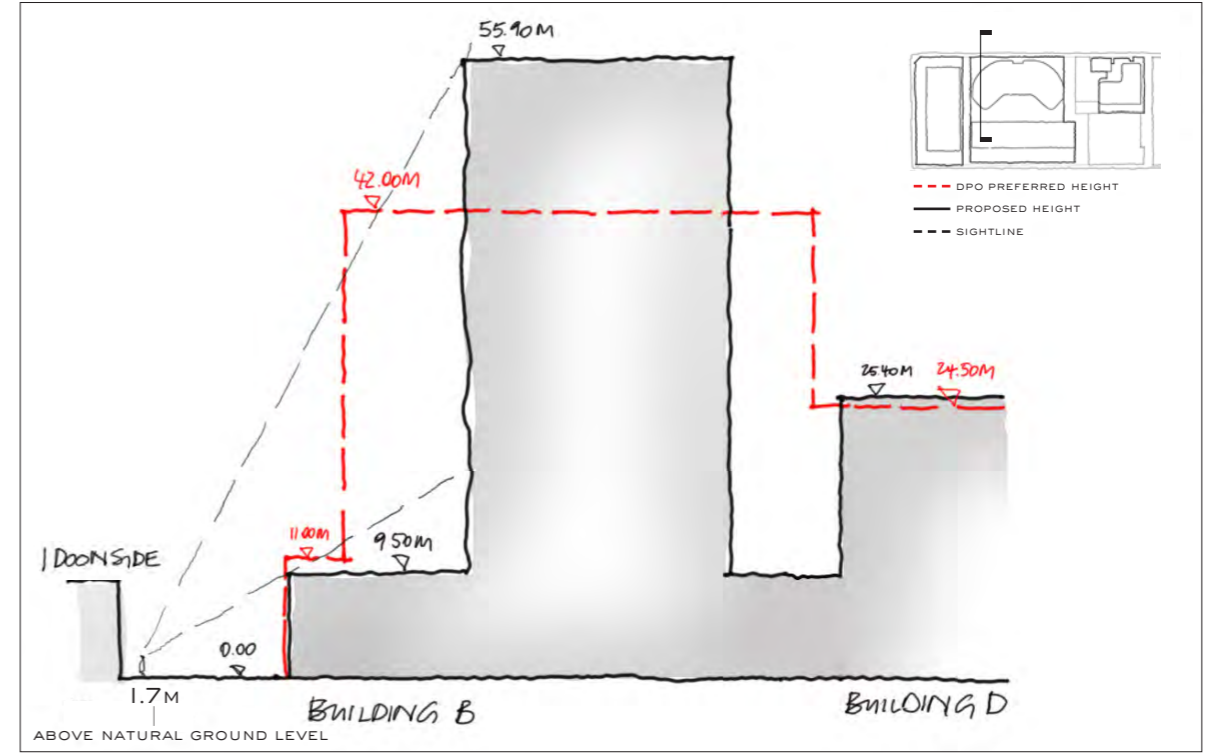


3.9 BUILDING HEIGHTS

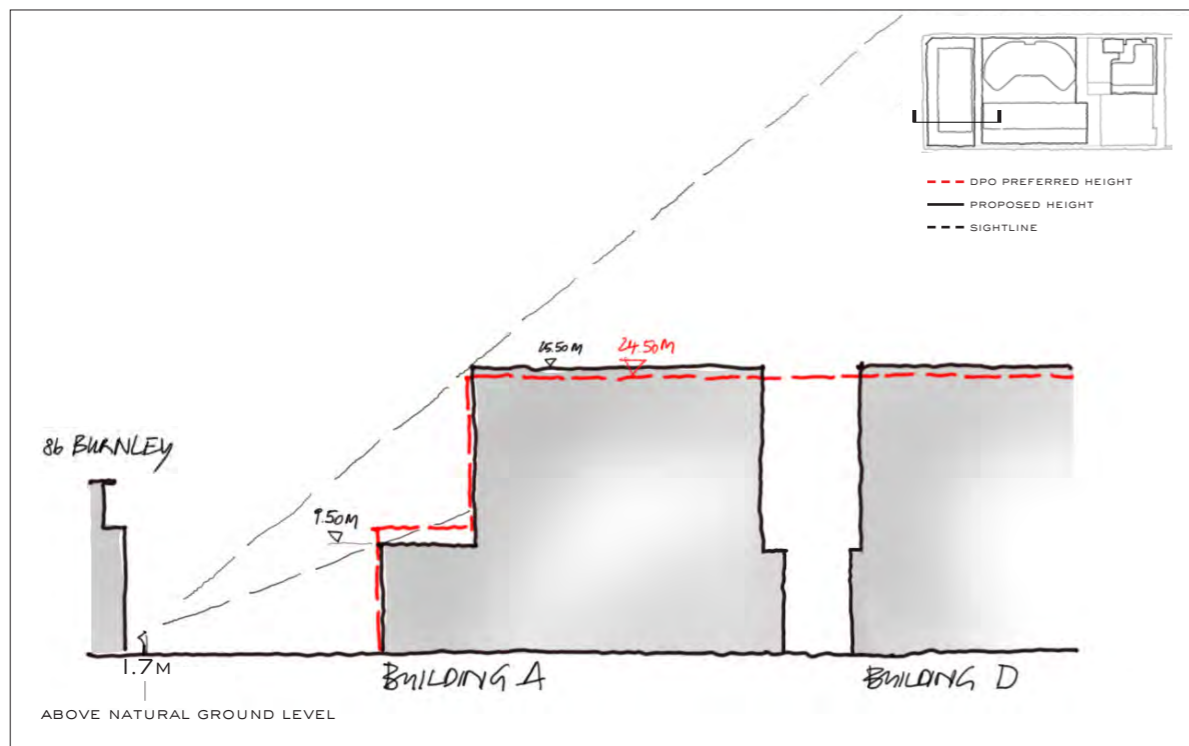
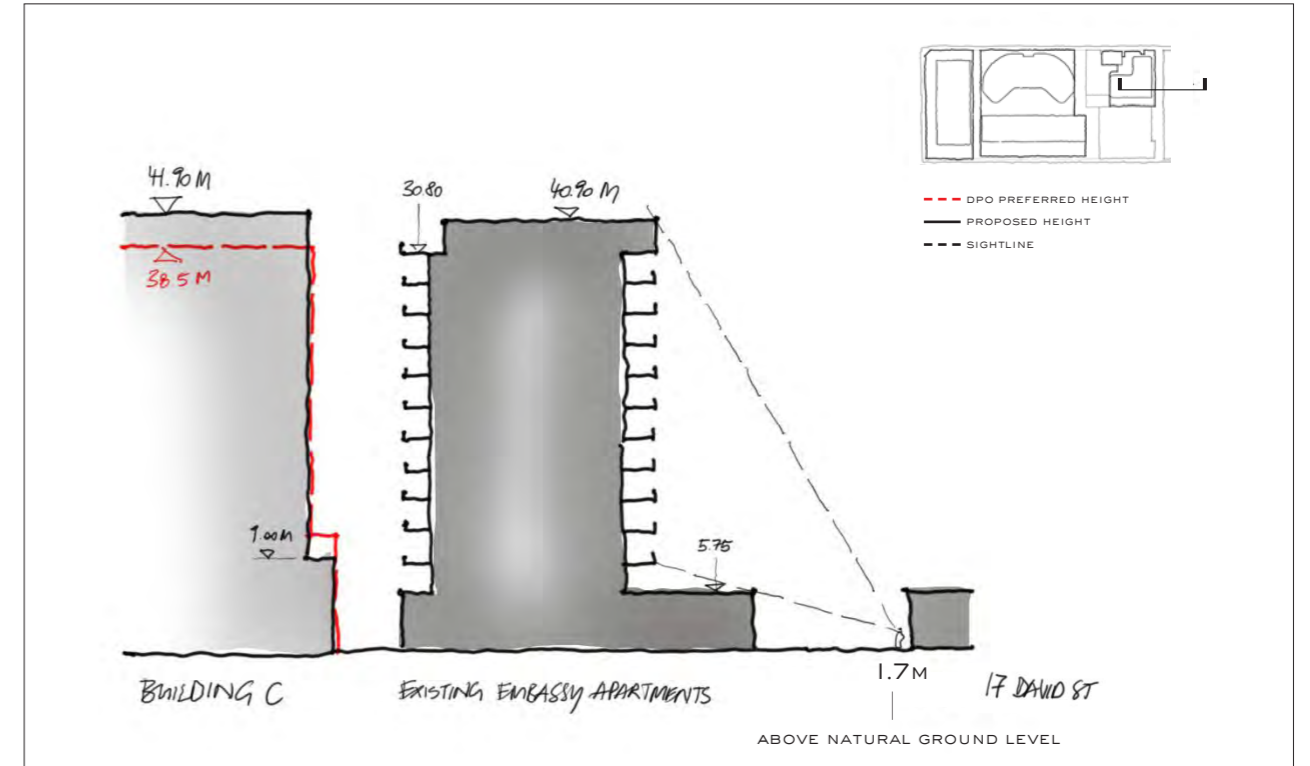
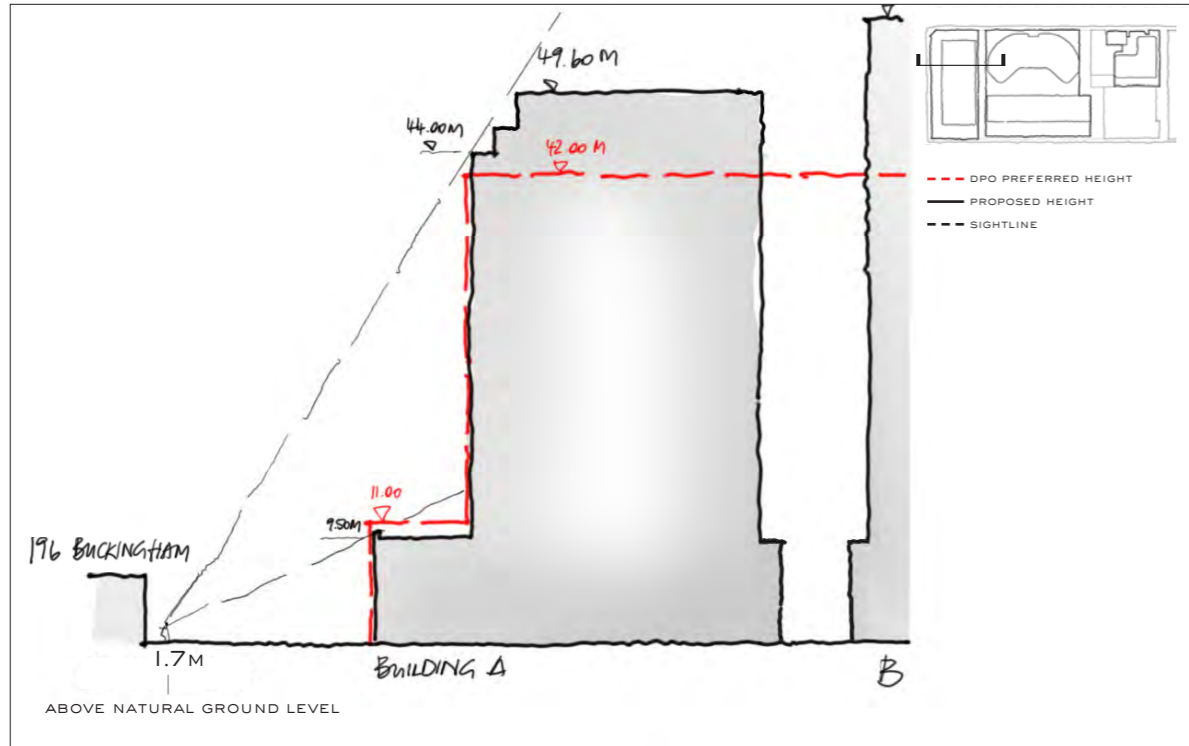
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57



3.9 BUILDING HEIGHTS



3.9 HEIGHTS

Panel Report Discussion

The Planning Panel hearing was held between May-June 2020. During the hearing, Salta Properties (Victoria Gardens) submitted that it was appropriate for the Panel to support taller building heights than what was exhibited for the subject site. It was submitted by Salta that taller heights would suitably represent the site's potential as a significant redevelopment site within the Activity Centre Context.

At the time of the Panel hearing, the redevelopment status of Victoria Gardens was unknown. This was a key consideration of the Panel in determining the appropriateness of building heights. The Panel noted:

- "An important policy direction for this precinct is to facilitate a transition from the scope of the taller, more robust building forms in and around the Victoria gardens Shopping Centre to the more conventional residential areas beyond. The Panel considers that the emerging context in the vicinity of the subject site (which includes may recent approval that are consistent with this) should be given substantive weight in assessing preferred maximum heights for the amendment".
- "Examples of higher developments in precincts distance from the subject site while still within the City of Yarra are outcomes of differing local contexts, development site conditions

and planning scheme provisions. As such, these are not considered to carry sufficient weight to support a greater maximum height than that in the exhibited Amendment".

In the intervening period since the release of the Panel report in July 2020, through consultation with Salta Properties, a redevelopment of Victoria Gardens to include additional commercial offerings and approximately 700-800 dwellings is being contemplated. The scale of the any subsequent buildings is unknown, however it represents a change to the emerging context that informed the Panel's position in relation to building heights and will enable a transition from Victoria Street (north) to Appleton Street. Subsequently, the panel report affirms the discretionary nature of the building controls and outlines four key criteria that must be satisfied to exceed the preferred building heights, being:

- High standard of design
 - On-site impacts
 - Off-site impacts
 - Precinct Built form outcomes
- A response to each of the criteria is outlined below:
- Criteria 1: High standard of design**
- Retention and restoration of the key heritage fabric.
 - A mid-block laneway and open space which will help facilitate future connections and gateways into any renewal of Victoria Gardens.
 - Four new integrated and distinctive buildings that respond to the

different interfaces of the site.

- Articulated buildings through setbacks and materiality.
- A varied skyline along Doonside Street that responds to the Burnley Street interface (west) and the Embassy Apartment Building (east).
- A transition in built form Victoria Gardens (north) to conventional residential areas to the south (Appleton Street).

Criteria 2: On-site impacts:

- Enhanced access to public open space and provision of approximately 1,400 square metres of publicly accessible pedestrian laneways.
- Additional height and density increases passive surveillance in the area
- Employment generating uses in excess of 12,000 square metres, 3,000 square metres more than what is sought.
- Environmentally sustainable design aspirations above the statutory requirements which includes a target for a net zero carbon development.
- A clear visual connection between the north-south pedestrian link and the park when viewed from Doonside Street and Appleton Street.
- Ample sunlight to the north-south pedestrian link and public open space.
- An expanded pedestrian network and improved access to retail services.
- Building separation that exceeds a 9 metre separation for the most part,

which has been informed by detailed daylight analysis and ensures no internal overlooking.

Criteria 3: Off-site impacts:

- Street wall heights that generally satisfy the interface requirements.
- A form and massing that is generally consistent with the preferred building heights when undertaking sight line analysis from key vantage points surrounding the site. More specifically:
- Building A – The visibility of the building is generally consistent with the preferred building heights when viewed from the opposite footpaths on Doonside Street, Burnley Street and Appleton Street.
- Building B – The visibility of the building is generally consistent with preferred building heights and setbacks, and due to the curved form of the building, the visibility will be less in some instances when compared to the preferred building heights and setbacks.
- Building C – Will not have any visibility from the opposite footpaths along David Street or Doonside Street due to the built form of the Embassy Apartment Building.
- Building D – Is generally consistent with the Indicative Framework Plan when viewed from the opposite side of Appleton Street.
- Overshadowing that complies with the requirements expressed within DPO15, which specifically includes no overshadowing on the western

side of Burnley Street from 11am and no overshadowing to the residential properties of Appleton Street between 10am – 2pm.

- A form and massing that does not unreasonably overlook any adjoining secluded private open space areas and habitable room windows.
- Improved visual outlook and solar access to habitable room windows / secluded private open space areas from the Embassy Apartment Building compared to the preferred built form outcomes proposed to the east of the north-south pedestrian link (as outlined within the Indicative Framework Plan).

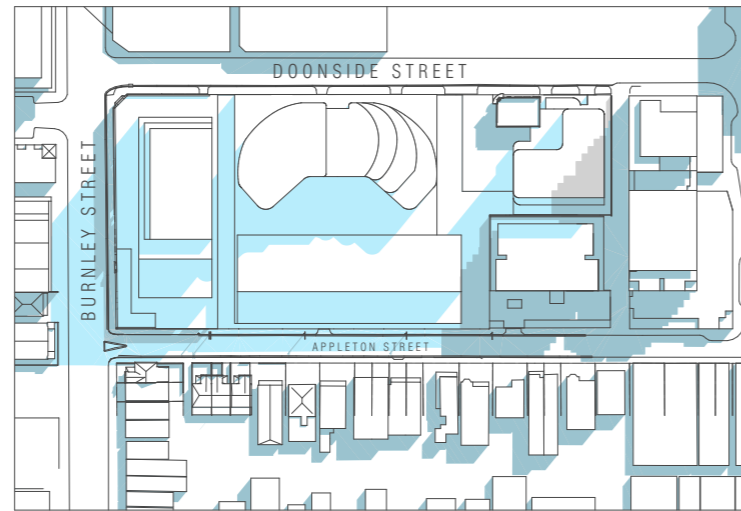
Precinct Built form outcomes (Response to Development Plan Overlay, Schedule 15)

- Setbacks around the two retained heritage buildings to maintain their three dimensional form.
- The siting of the maximum building heights at its least sensitive interface and a transition of heights down from north to south.
- Separation between buildings which is generally greater than nine metres which allows for a visually interesting skyline and streetscape.
- A form and massing that is generally consistent with the preferred building heights when undertaking sight line analysis from key vantage points surrounding the site.
- Ample sunlight to the north-south pedestrian link and public open space.
- No overshadowing of residential properties on the south side of Appleton Street between 10am and 2pm and no overshadowing of the footpath on the western side of Burnley Street from 11am.
- The ability to manage off-site amenity impacts through the siting of the form to minimise the impact of adjoining properties by way of daylight access, outlook, overlooking and shadowing.
- A material palette that is respectful of the heritage fabric on-site, as well as to the residential heritage precinct along Appleton Street.

3.10 SHADOW DIAGRAMS

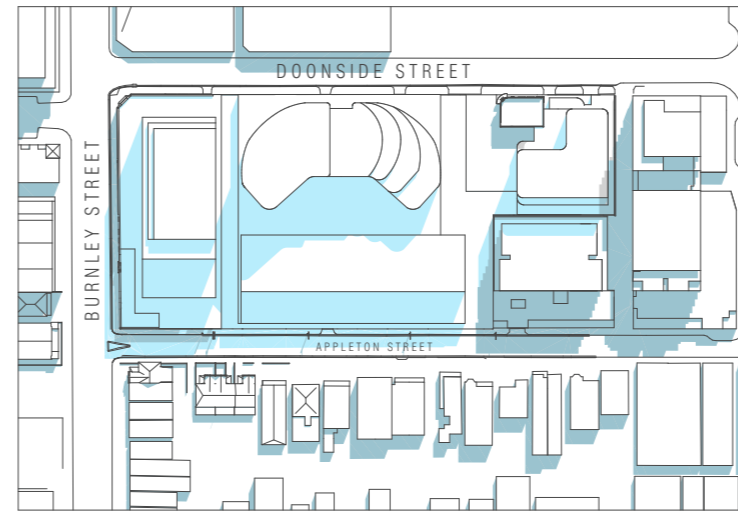
The built form contemplated within the Development Plan has been designed to satisfy the overshadowing considerations outlined within DPO15, more specifically:

- No overshadowing of private properties on the southern side of Appleton Street beyond that caused by a building of 11m when measured between the hours of 10:00am and 2:00pm at the September equinox.
- No overshadowing of the footpath on the western side of Burnley Street from 11am at the September equinox.
- Appropriate access to sunlight within the proposed park between the hours of 10am and 2pm at the September equinox to provide a reasonable standard of amenity and usability as a principally passive open space.

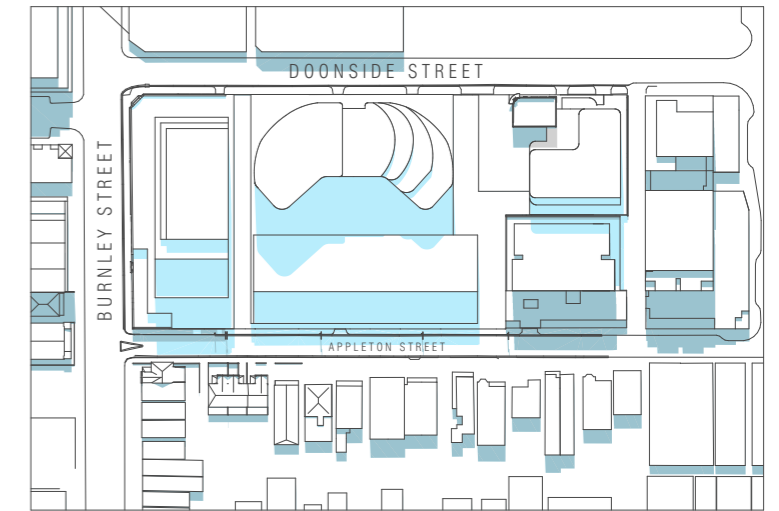


22 SEPT - 10 AM

■ EXISTING SHADOWS
■ ADDITIONAL PROPOSED SHADOWS

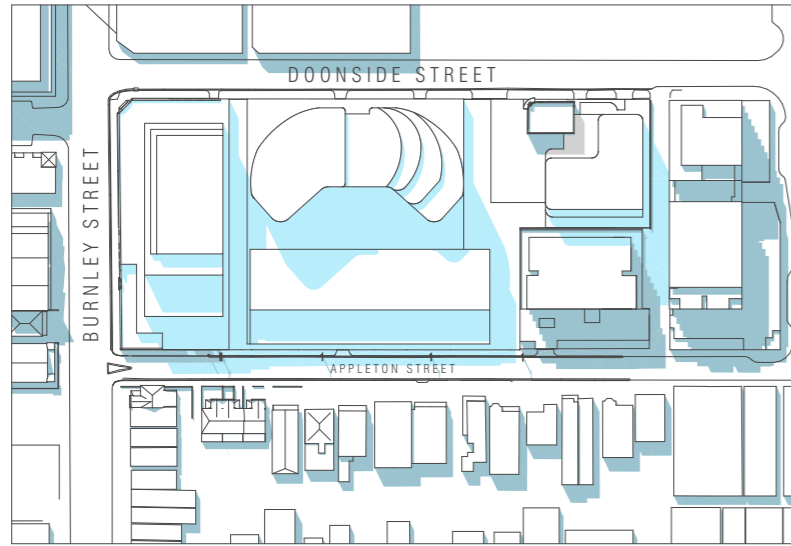


22 SEPT - 11 AM



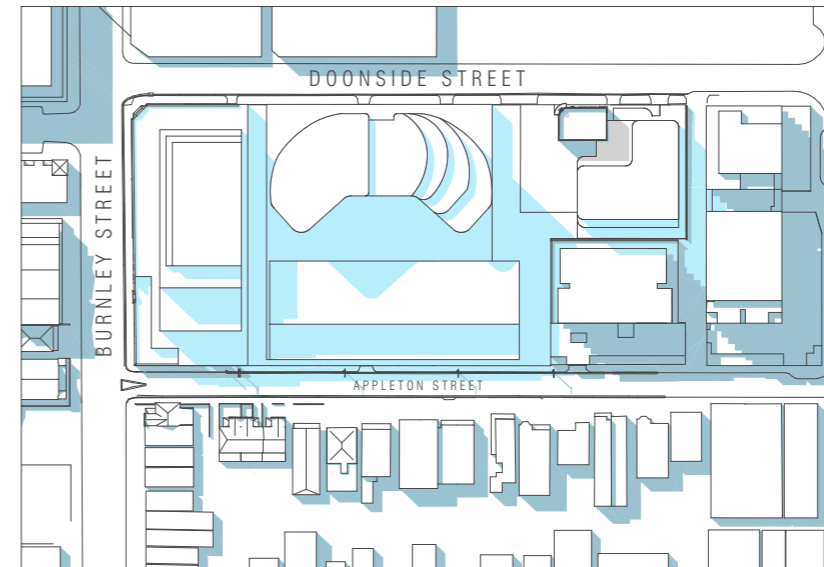
22 SEPT - 12 PM

3.10 SHADOW DIAGRAMS



22 SEPT - 01 PM

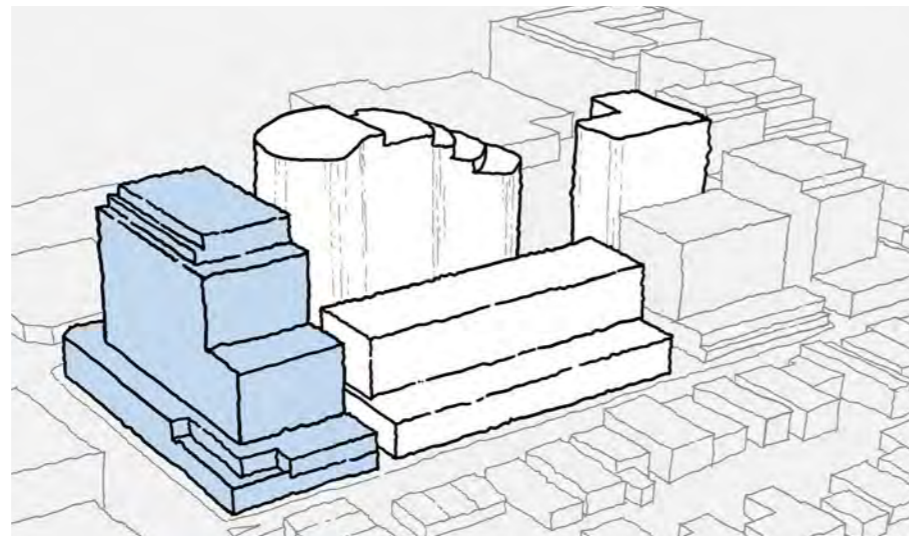
- EXISTING SHADOWS
- ADDITIONAL PROPOSED SHADOWS



22 SEPT - 02 PM

3.11 BUILDING FINISHES AND MATERIALS

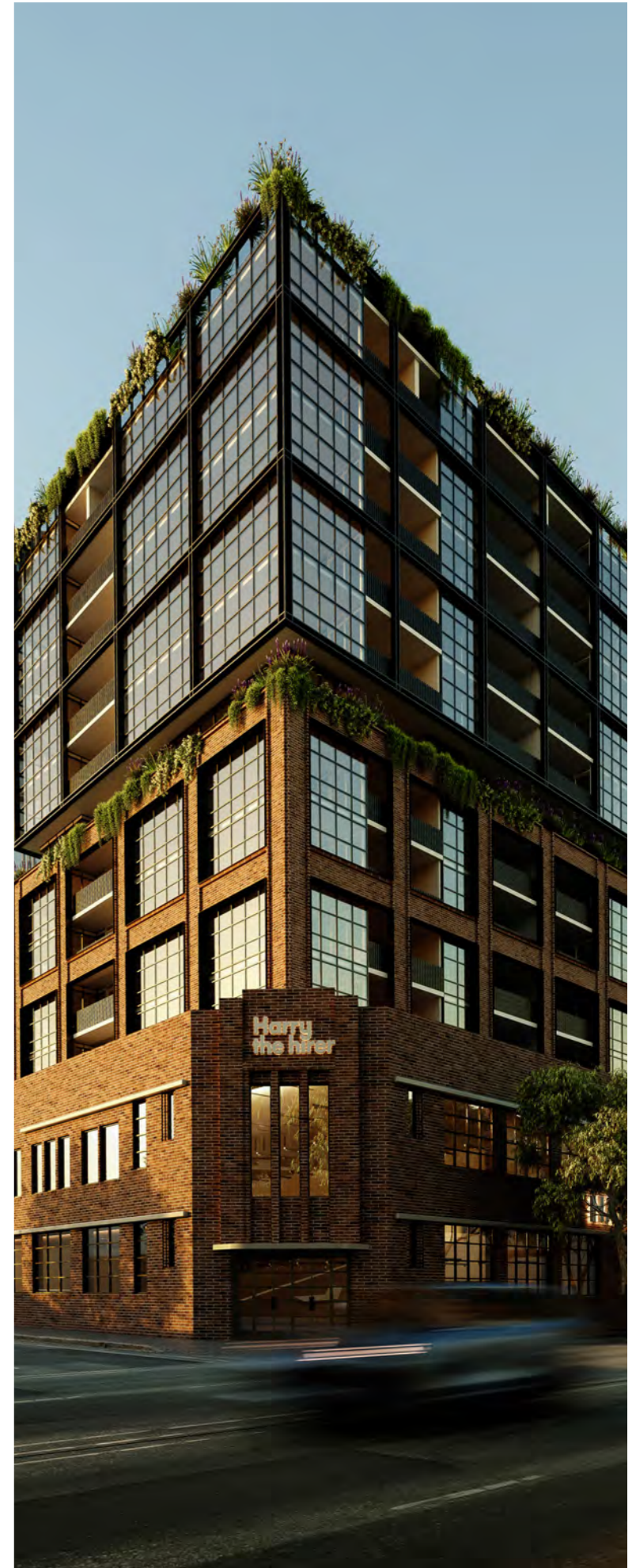
Building A
The driving force behind the architectural language of this building stems from the retainment of the heritage brick wall on the ground plane. The proposed building, located above the podium is set back from the existing brick wall and transitions from a brick frame facade on the lower floors to a paired back steel framed facade with the upper floors capturing sweeping city views to the west. The materiality acknowledges Richmond's industrial legacy by celebrating the presence of brick, creating a sense of familiarity through place and context.



INSPIRATION



INSPIRATION

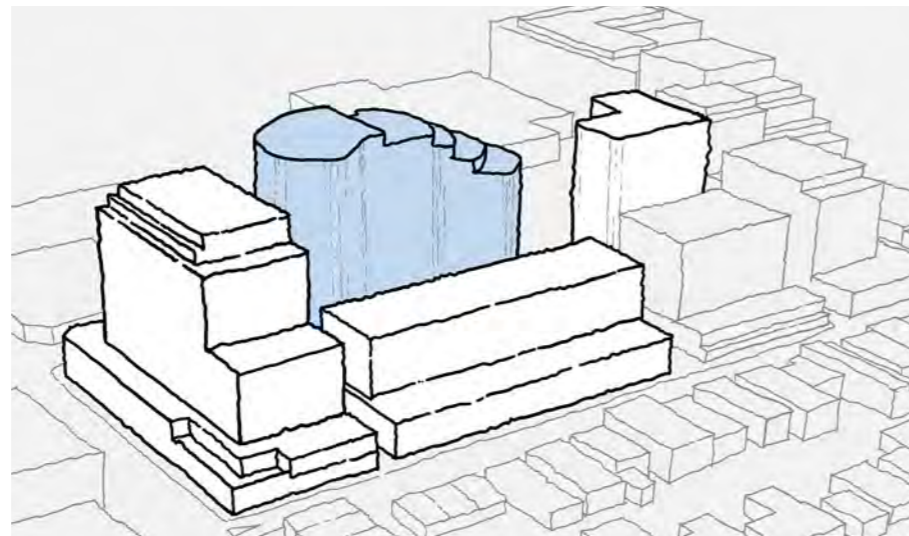


* ARTIST IMPRESSION

3.11 BUILDING FINISHES AND MATERIALS

Building B

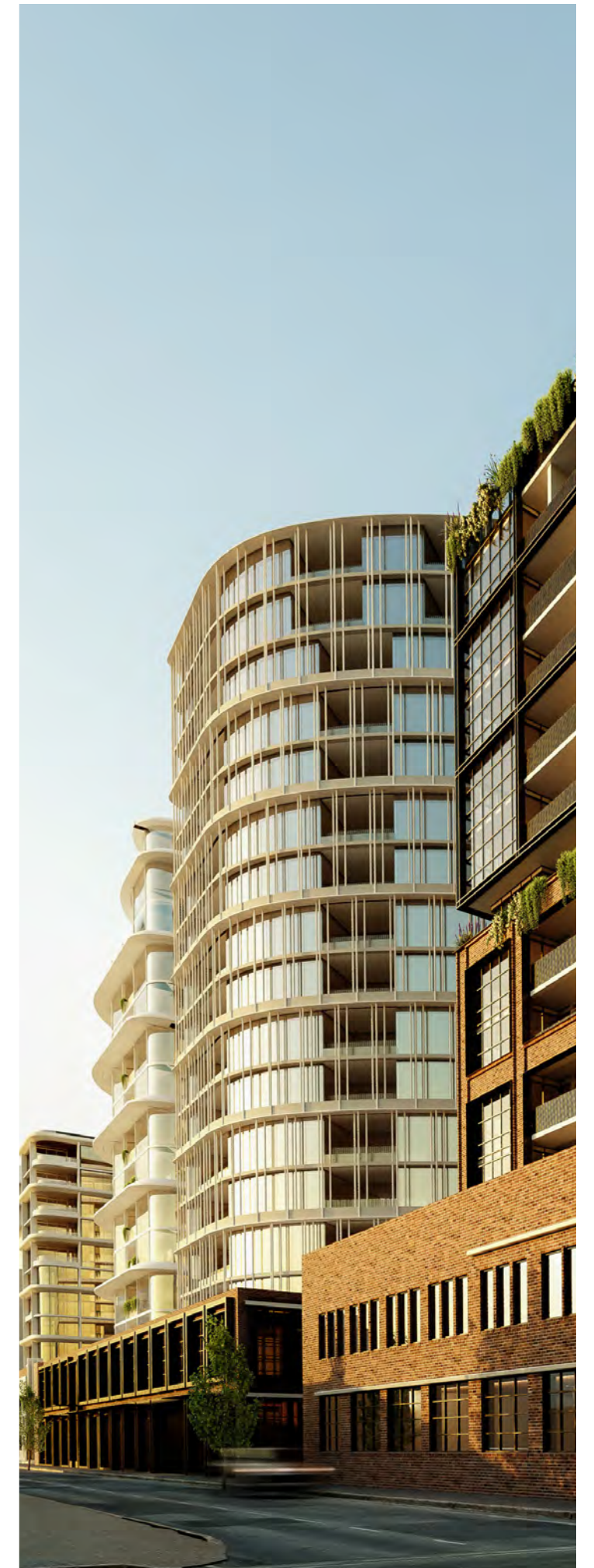
Acting as an anchor to the precinct, Building B is positioned with an expansive north-facing aspect which benefits the apartments across the length of the facade. The ground plane podium ties in with the industrial materiality and continues the ground plane expression from Building A. With the curvilinear floorplates above, the design intent is to present a 'light' expression which celebrates the sculptural possibilities across the site. Landscaped vertical trellises across the facade further enrich the precinct's connection to its natural environment.



INSPIRATION



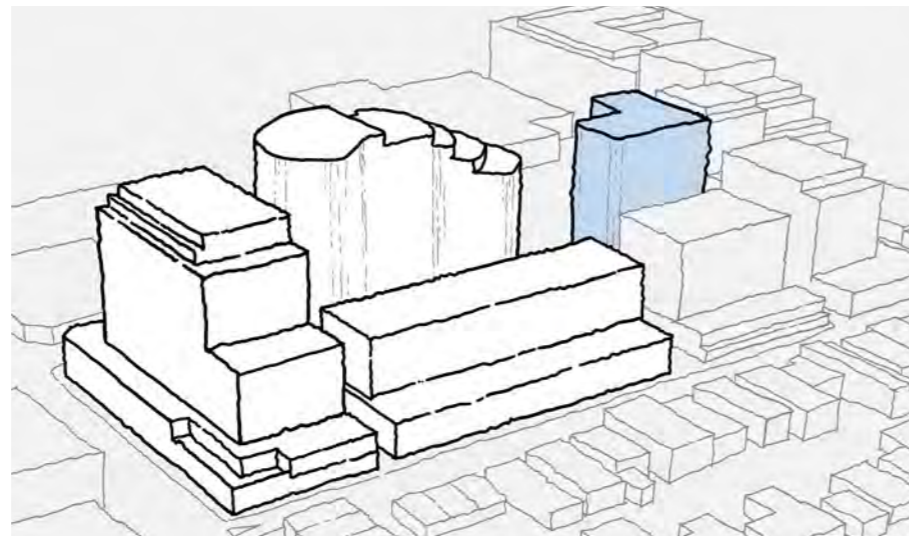
INSPIRATION



* ARTIST IMPRESSION

3.11 BUILDING FINISHES AND MATERIALS

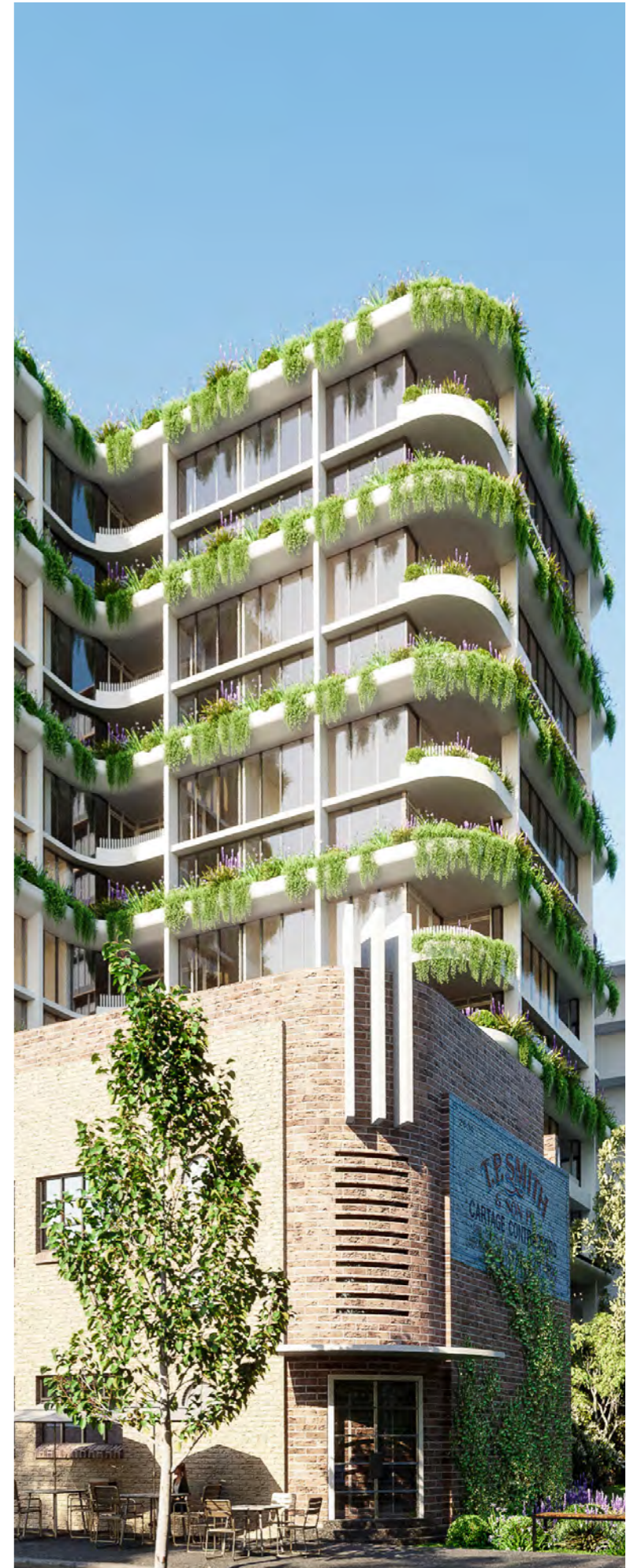
70 Building C
When progressing along Doonside St, Building C, presents itself with its masonry form and curved edges, creating a dialogue to the existing curvilinear Repco building in the foreground. When approaching this building from the internal laneways, the park presents itself and will be a hub of activity for the residents and surrounding community. The injection of landscaped planter boxes across the balconies of Building C enhances the connection to the park as well as softens the robust form.



INSPIRATION



INSPIRATION

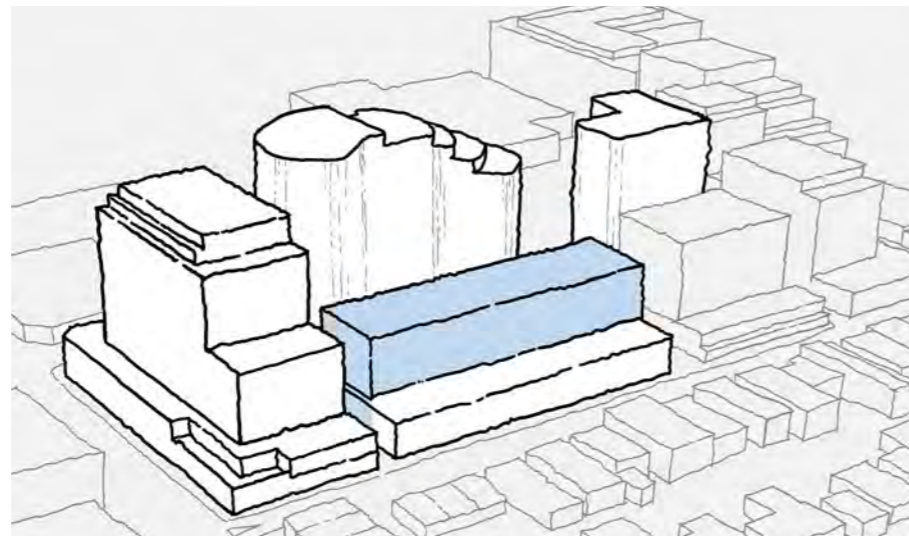


* ARTIST IMPRESSION

3.11 BUILDING FINISHES AND MATERIALS

72 Building D (Apartments)

Building D is located to the south and is the backdrop to the townhouses located across Appleton Street. Its orthogonal form and simplicity takes cues from the grid like facade of Building A and creates a coherent language between the two buildings when experienced from the southern end of the precinct.



INSPIRATION



INSPIRATION

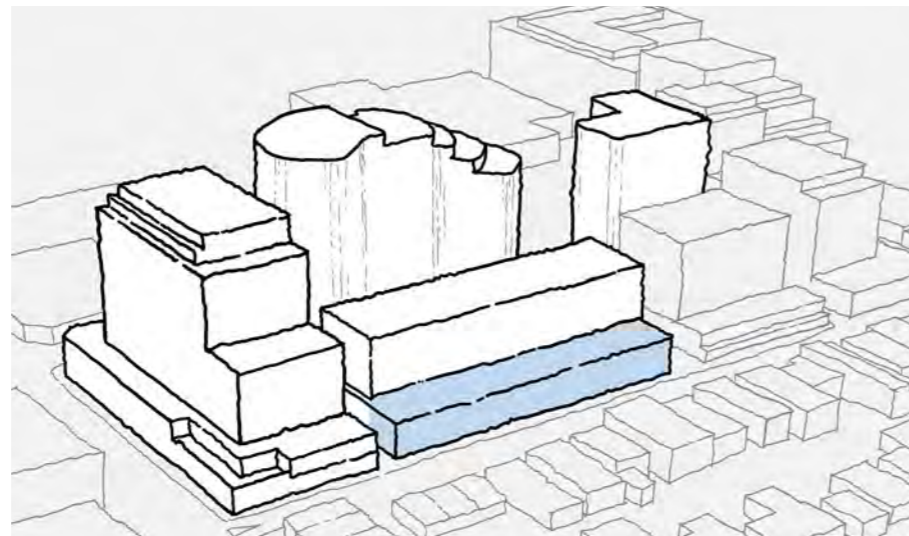


* ARTIST IMPRESSION

3.11 BUILDING FINISHES AND MATERIALS

74 Building D (Townhouses)

There will be a row of 3-level townhouses located on the south side of the development on Appleton Street. Emphasis is placed on expressing a textured and engaging street front to reflect the sense of scale and fine grain street character of the worker's cottages opposite on Appleton Street. A sense of history and place is present through the use of brick, masonry and metal, which visually ties in with Building A's existing podium. This reinforces the relationship of individuality and unity through a consistency of materials combined with subtle modulations of form and expression across the site.



INSPIRATION



INSPIRATION



INSPIRATION



INSPIRATION

3.12 DEVELOPMENT SUMMARY

76

Building	Residential Dwellings	Commercial Floor Area (sqm)
Building A	120 - 135	4,500 - 5,500
Building B	275 - 330	4,000 - 5,000
Building C	65 - 80	1,500 - 2,000
Building D	80 - 100	2,000 - 3,500
Total	545 - 645	12,000 - 16,000



77

4.0 OPEN SPACE AND LANDSCAPE

4.1 Site Analysis

4.2 Landscape Concept

4.3 Public Benefit

4.1 SITE ANALYSIS

Doonside Street

Aside from the recent street tree planting outside the development on the corner of David Street, Doonside Street does not have any street trees.

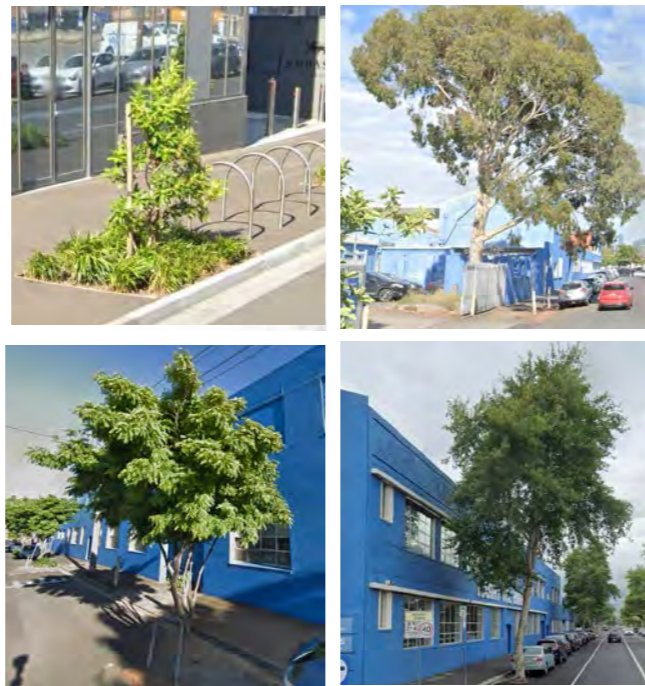
A medium sized Gum is located just within the property boundary to the west to the vehicle entry to the site and sits within the footprint of the proposed building. Insignificant small trees and shrubs such as Fig and Pittosporum are located in a garden bend along the wall of heritage building at 26 Doonside St.

Burnley Street

Medium-sized *Platanus orientalis* trees are planted in the roadway of Burnley Street breaking up the parallel parking. While trees on the site side of the street appear, for the most part well formed, trees on the opposite side of the road sit under power lines and have been heavily pruned.

Appleton Street

Gleditsia triacanthos are located in the roadway, on the development side of Appleton St. These trees are well formed and are better suited to being located under the power lines with only minor pruning to the top.



- EXTENT OF WORKS
- EXISTING TREES

4.2 LANDSCAPE CONCEPT

Public Realm Upgrades

The development will contribute to the public realm with upgrades to Doonside, Appleton and Burnley Street interfaces through garden bed and tree planting, by upgrading footpaths and additional public seating, bike hoops and bins.

Doonside Park and Harry's Lane will be publicly accessible day and night. Seating, lighting, bike parking and bins located throughout the precinct, adding to public amenity.

Within the development, pavement and lane-ways materials will consist of areas of stone paving and concrete, complimented with salvaged brick from demolition.



4.2 LANDSCAPE CONCEPT

84 Doonside Park

The development sets to provide a high-quality pocket park for its' residents, visitors and the broader community. The public open space of 576sqm and the adjacent complementary landscaping of 151sqm will engage with the full width of the lane which is designed to read as part of the park, including the southern extent of the laneway.

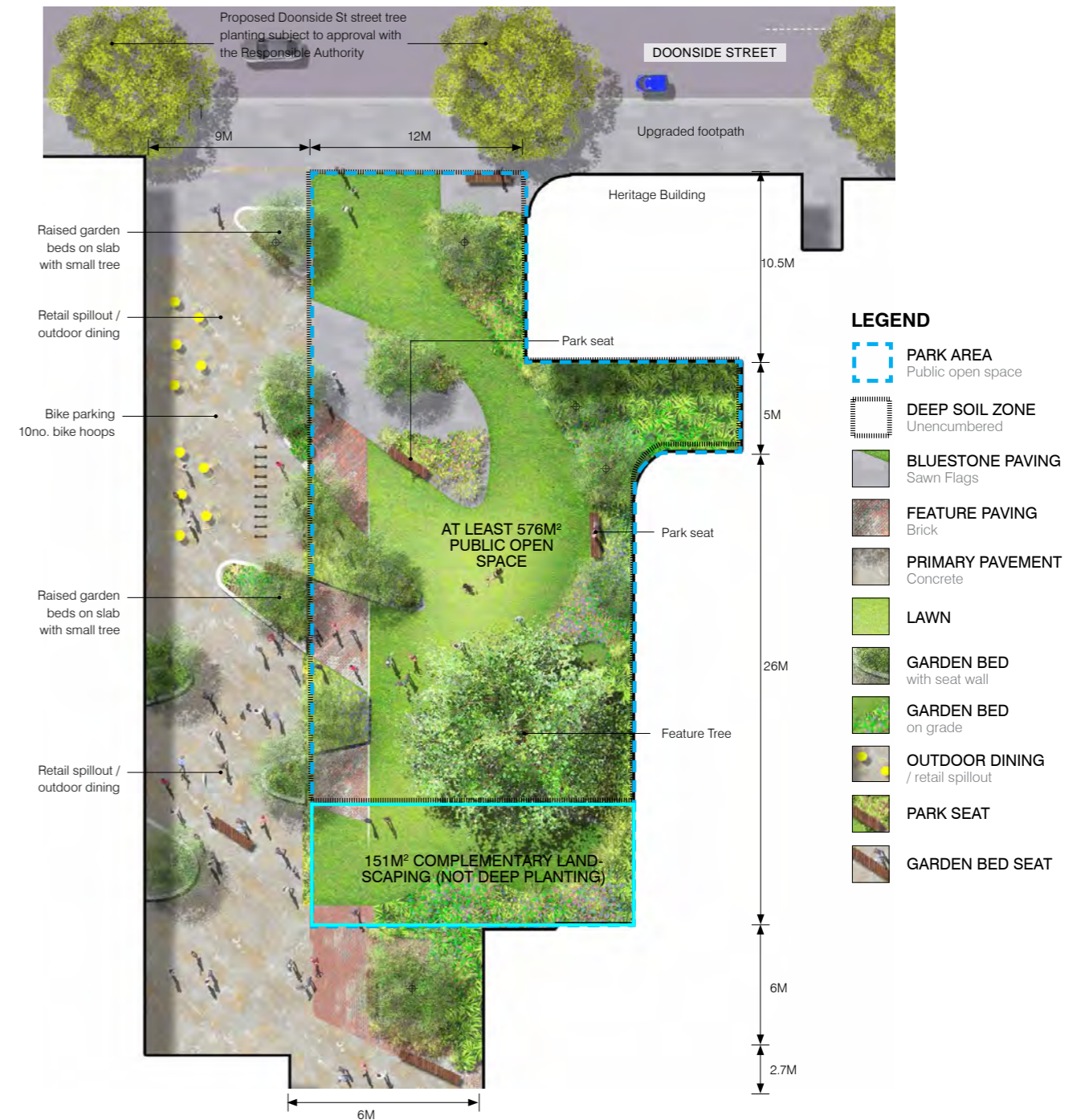
The parks 12m Doonside Street frontage sits along side a 9m metre wide pedestrian laneway connecting from Doonside to Appleton Street. The eastern side of 9m wide shared pedestrian and cycling path demarcates the edge of the Doonside Park public open space.

The western side of the park lane has an active retail edge, providing all day activation and passive surveillance of the park space.

The key feature of the park is a specimen tree amongst a rich assortment of garden bed planting. This tree will provide verticality and canopy cover to the public park. The majority of the park consists of a deep soil profile unencumbered. The complementary landscape provided contains shallow soil and features raised garden beds to allow the area of lawn and garden bed situated over the carpark aisle below, where deep soil is not possible, to gain a minimum of 600mm depth of soil.

Garden beds to the west of the pedestrian

path will be raised planter built upon the structural slab. Both the public open space and lane side of the park will provide public seating.



4.2 LANDSCAPE CONCEPT

Landscape Management

WSUD & Irrigation

Street trees added as part of upgrades to Doonside Street will receive passive irrigation from the road stormwater run-off.

Where garden beds meet flush with the adjacent pavement, stormwater run-off will be directed into the garden as passive irrigation. Raised planters will be drip irrigated from stormwater tanks and programmed to allow for cycles of 'wet and dry' that allows beds to dry out on a regular cycle but without causing plant losses

Hardscape within the laneways will direct stormwater into holding tanks to be used as irrigation for garden beds and lawn areas.

Drought tolerant, primarily Australian native plant species are chosen for the precinct.

Maintenance

As a public open space managed by the City of Yarra, Doonside Park will consist of primarily council standard materials (such as bluestone paving, lawn and garden beds) and furniture and fixtures (such as seating, light poles and bike hoops). The garden bed and lawn design will require standard management practises such as mowing, weed removal, mulching and seasonal pruning. The delivery of the park will be resolved in consultation with council.

The areas of the precinct outside of park will be actively maintained by the development. Maintenance items will include, the weeding and re-mulching and fertilizing of garden beds, replacing dead plants and pruning. Other maintenance items will include the cleaning and repairing of paved surfaces, garden beds and furniture.

Site Remediation

All existing site soil will be removed from site. Clean, quality topsoil will be imported for use in the garden beds and lawn areas.

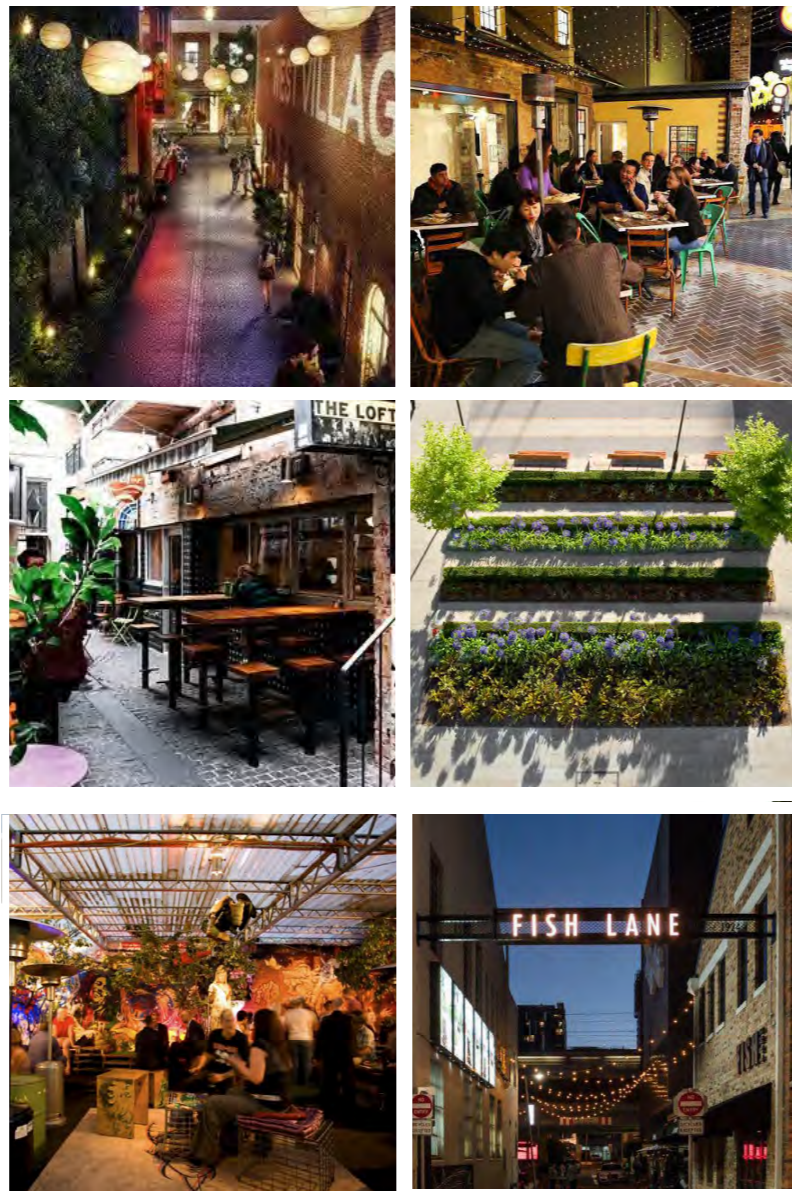


4.2 LANDSCAPE CONCEPT






Active Laneways

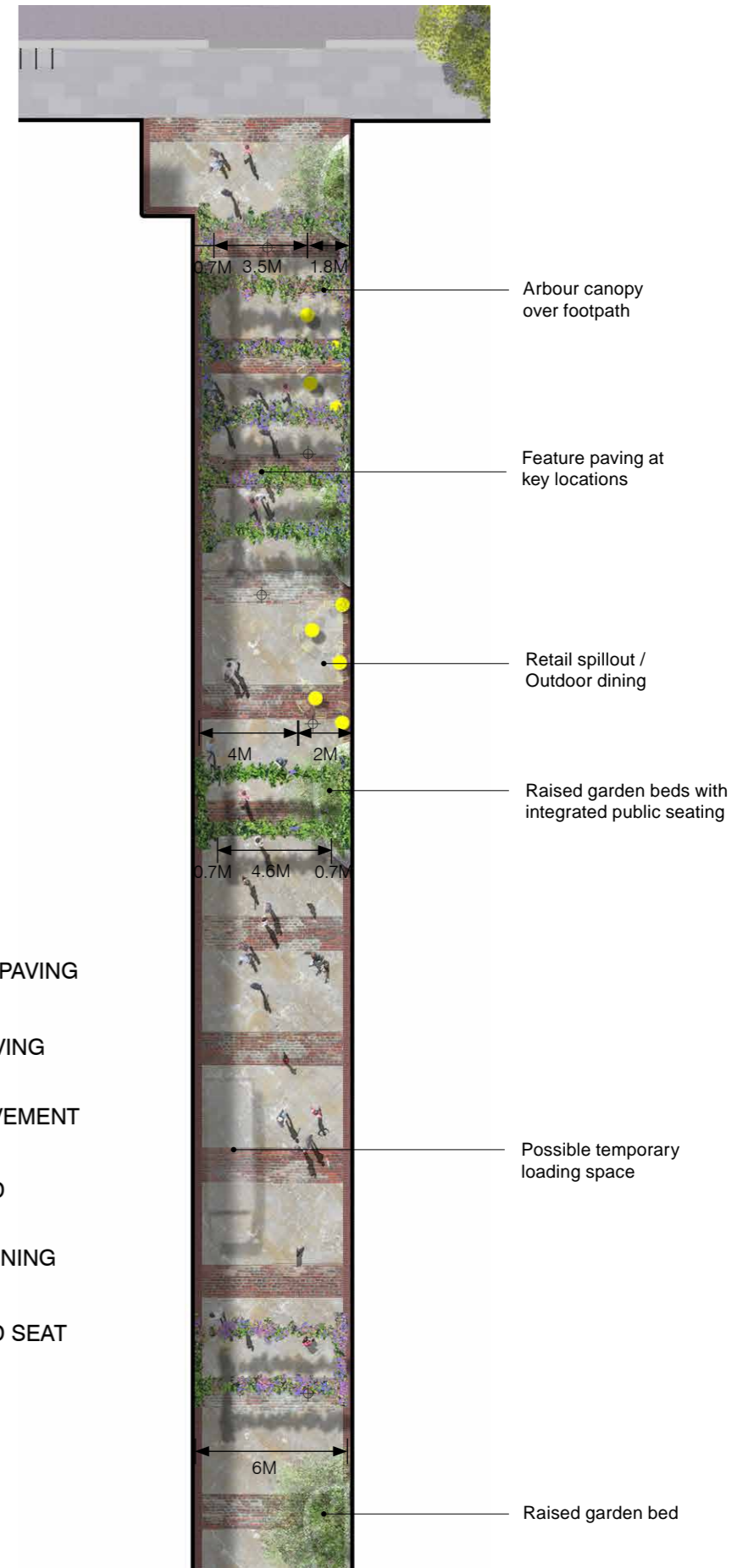
Harry's Lane represents the gateway to the precinct. The 6m wide lane connects through to Appleton Street, and is lined with raised garden beds and public seating area.

A proposed overhead arbour system would add vertical greening to the laneway, and give a sense of intimacy and privacy from the towers above.



LEGEND

-  ARBOUR
-  BLUESTONE PAVING
Sawn Flags
-  FEATURE PAVING
Brick
-  PRIMARY PAVEMENT
Concrete
-  GARDEN BED
with seat wall
-  OUTDOOR DINING
/ retail spillout
-  GARDEN BED SEAT



4.3 PUBLIC BENEFIT

External Amenity

- No overshadowing of the properties on the southern side of Appleton Street between 10:00am and 2:00pm at the September equinox.
- No overshadowing of the footpath on the western side of Burney Street from 11:00am at the September equinox.
- A built form separation adjacent the Embassy Apartment building greater than what DPO15 contemplates.
- Built form separation within the site to allow for visual permeability and a built form that is responsive to its site context that transitions to sensitive interfaces.
- The prioritisation of pedestrian connectivity, with approximately 1,200 square metres of publicly accessible laneways proposed.
- Coordination of the siting and design of the north-south pedestrian links with future pedestrian laneways on adjoining properties.
- Pedestrian links that are functional, well designed and incorporated CPTED principles.
- High quality architectural design which includes contemporary architectural detailing, active frontages, varied street walls and adaptive reuse and restoration of existing heritage buildings.

- Public realm improvements around the perimeter of the site, including new landscaping opportunities, street furniture and reinstatement of redundant vehicle crossovers.
- A built form and mass that does not result in any unsafe wind environments.
- Connectivity to the wider shopping centre precinct and future expansion.
- Employment generating activities of approximately 12,000 square metres, significantly greater than the minimum 9,000 square metres sought by DPO15.
- Vehicle access limited to Doonside Street.
- Increased public amenities and activated commercial/retail space adjacent to the north-south pedestrian walkway in lieu of built form against the neighboring embassy apartments.

Internal Amenity

- Provisions for 576 square metres (4.5% total land area) public open space, and 151 square metres of complementary landscaping connected to the south of the public open space for public use.
- Access to amenities and places of employment within the site, for future residents.
- Solar access to the public open space greater than what DPO15 contemplates.

- Deep soil planting opportunities within the public open space.
- A publicly accessible north-south link that receives adequate solar access between 10am and 2pm at the equinox that includes passive recreational areas.
- Best practice ESD initiatives, which includes a high level of daylight access to future residents and a net zero carbon development target.



5.0 HOUSING DIVERSITY

5.1 Housing Diversity and Adaptability Assessment

5.1 HOUSING DIVERSITY AND ADAPTABILITY ASSESSMENT

94 Summary of Key Conclusions & Recommendations

Summary of Proposed Housing and Population Outcomes In summary, the proposed development will:

- Generate between 545 to 645 apartments;
- Indicatively, 30% of all dwellings will be 1 bedroom apartments, 60% will be 2 bedroom and 10% will be 3 bedroom dwellings; and
- Based on 0.9 persons per bedroom, the subject site will generate a resident population of between approximately 880 to 1,045.
- Represent 4.3% to 5.0% of all dwellings in North Richmond by 2041;
- Represent 12.7% to 15.1% of all new dwellings to be delivered in North Richmond by 2041; and
- Represent 3.6% to 4.2% of the total population of North Richmond by 2041.

It is anticipated that the proposed development will broadly reflect the current profile of household types of people living in high density developments across the City of Yarra which currently consists of:

- A high proportion of lone person households (38%);
- Couple families with no children (30%);
- Group households (10%);
- One parent families (10%); and
- Couple families with children (9%).

Key Housing Diversity Outcomes

When compared to Richmond North and the City of Yarra, the proposed development will deliver:

- A much higher proportion of high-density apartments (100%) than Richmond North (57%) or the City of Yarra (37%);
- Subject to the outcome of discussions with prospective Housing Associations / Providers, a similar proportion of social housing as the City of Yarra (10%), but lower than the North Richmond (20%);
- A much higher proportion of 1 bedroom dwellings (30%) compared to North Richmond (21%) and the City of Yarra (18%);
- A much higher proportion of 2 bedroom dwellings (60%) compared to North Richmond (40%) and the City of Yarra (20%); and
- A much lower proportion of 3 bedroom dwellings (10%) compared to Richmond North (23%) and the City of Yarra (40%).

Social and Affordable Housing Outcomes

Overall Outcomes:

Given the anticipated dwelling yield ranging from 545 to 645 dwellings, the proposed development will likely generate a requirement for 55 to 65 affordable homes.

Social Housing:

Based on case studies presented in Section 3.11 of the main report, there are potentially a wide range of models and

strategies for achieving the affordable housing requirement for the proposed development. Whilst there may be many potential models of provision the broad types can be summarised as:

- Purchase land and / or dwellings (the Registered Housing Association may purchase land / or dwellings directly from its own funds or via equity partners, or via an application for some form of Government funding program - e.g. Federal Government NRAS program. External funding applications may not be successful and also take some time to be evaluated. Any arrangements between the Registered Housing Association and the developer are likely to be subject to the outcome of these processes.);
 - Head lease agreements;
 - Management of dwellings; and
 - Rent-to-buy.
- However, the developers of the subject site have indicated they have commenced discussions with a number of Registered Housing Associations (refer to Appendix 3.9 of the main report) with a view to incorporating a component of social housing within the proposed development. The proposed development represents a significant contribution toward social and affordable housing outcomes in the local area including increasing the level of supply, and creating higher quality, better configured homes which better able to respond to

changing demographic needs.

Although there are a potentially a wide range of priority population target groups for the proposed social housing initiative, much of the detail about who to prioritise will need to be further discussed with the prospective Registered Housing Association / Provider partner. However, based on the analysis presented in the report the following rental demographic groups should be prioritised:

- Very low to low income lone person households;
- Very low to low income couples with no dependents; and
- Very low to low income families (with one or two parents) and dependent children.

Proposed Affordable Housing Model

The proponent intends to pursue its affordable housing obligations (i.e. 10% of all new dwellings).

The broad process the proponent will undertake to pursue this option will consist of the following steps:

- The proponent will interview a range of interested Registered Housing Associations to partner with.
- Select one preferred partner.
- Confirm the number and type of apartments required and what the likely target population target groups for these dwellings will be.
- Determine where and how the social housing dwellings are to be located within the development.
- A broad model of provision will then need to be negotiated and confirmed between the developer and the

Registered Housing Association.

6.0 TRANSPORT WORKS

6.1 Transport Works

6.1 TRANSPORT WORKS

98 An assessment/commentary in relation to each of the items required to be addressed within the Traffic Works Assessment listed at the Schedule to the Development Plan Overlay is provided in the table below. Reference is made to the Traffix Group Traffic Works Assessment Report (Ref G30102R-01D dated December 2021) for detailed information relating to each response.

<i>Item</i>	<i>Response</i>
An existing conditions assessment, including existing and approved vehicle and loading access arrangements associated with the Victoria Gardens Shopping Centre with capacity to interact with traffic from the development.	Utilising traffic surveys and information provided by the Shopping Centre and neighbouring developments, we have undertaken an assessment of the existing road network operating conditions. The network operates currently under 'excellent' conditions and provides for a variety of access for multiple modes.
Details of any development staging.	The Development Plan contemplates a 4 Stage development, starting at the Burnley Street frontage (with the existing heritage building and Harry the Hirer Restricted retail use) and some residential and commercial uses above. The staging progresses to the east.
Consultation with the owner of the Victoria Gardens Shopping Centre	There has been consultation with the owner of Victoria Gardens SC to discuss both existing access requirements as well as future development proposals on their site. These discussions are ongoing.
A site layout plan showing convenient and safe primary vehicle access, including: Primary vehicle access to and from Doonside Street; any vehicle access to Appleton Street to be a secondary access point; no direct vehicle access to or from the site via Burnley Street.	The Development Plan includes a site layout plan with convenient and primary vehicle access to/from Doonside Street via two locations. All vehicle access is via Doonside Street and there is no vehicular access to Appleton Street or Burnley Street
Details regarding the layout, cross section and function of any internal street or laneway network.	All internal laneways will be pedestrian only and provide for appropriate landscaping and open space contributions.
On site car parking and bicycle parking provisions and allocations.	<p>The Development Plan contemplates a car parking dispensation complemented by a generous bicycle parking provision, with varying rates for residential, retail and commercial uses as identified below.</p> <p>Car Parking Car parking is intended to be allocated generally as:</p> <ul style="list-style-type: none"> • 2 car share spaces. • Approximately 220-270 car spaces for the commercial uses, as a mixture of staff and visitor provisions (this equates to an average rate of 1.5 spaces per 100 square metres). • The remaining circa 550-560 car spaces allocate for residents on demand (an average rate of 0.85-1.0 cars per dwelling). <p>Bike Parking Bike parking is intended to be allocated generally as:</p> <ul style="list-style-type: none"> • Staff parking will be provided at a typical rate of 1 space per 100 square metres • Resident parking will be provided at a minimum rate of 1 space per dwellings, provided within separate secure areas (approximately 545-645 spaces expected to be provided). • Parking for visitors will primarily be provided at ground level (but can be within basement), and will achieve minimum rates of 1 space per 10 dwellings, plus 1 space per 500 square metres of commercial floor area (at least 84 visitor spaces are expected)

99

6.1

TRANSPORT WORKS

<i>Item</i>	<i>Response</i>
Expected traffic volumes and impact on the existing road network, including but not necessarily limited to Doonside Street, Appleton Street and Burnley Street. This assessment is to include details of any assumptions relied upon.	A traffic assessment including allowances for the subject site, nearby development approvals and the potential future development of the Victoria Gardens site has been undertaken. It identifies that signalisation of the intersection of Burnley Street/ Doonside Street/Buckingham Street is triggered by the final Stage of the Development Plan and/or any further development in the area not already approved. No mitigating works are identified for other intersections, as all access is via Doonside Street.
The Transport Works Assessment must include consideration of any development stages and approved/current development applications within the immediate area surrounding the site.	The traffic impact assessment considers surrounding approved and current development as currently understood to be proposed.
The assessment is to: identify mitigating works required for each development stage in the development plan	Signals at the intersection of Burnley Street/Doonside Street/ Buckingham Street are identified as being required at Stage 4 of the development.
Assess whether a two way or a four way signalised intersection between Burnley Street/Doonside Street/Buckingham Street is required and the trigger for providing the signalised intersection to the satisfaction of VicRoads	Due to the close spacing of the intersections, any signalisation of Doonside Street would require either incorporation of Buckingham Street into the signals, or implementation of physical controls to make movements to/from Buckingham Street left-in/left-out – or even full closure of the eastern end of the road. Our office has prepared a Concept Plan showing potential signalisation of the two intersections to form a 4-way intersection.
Identify a new intersection layout and operation, if required, approved by VicRoads in consultation with the Responsible Authority.	This will deliver improved and appropriate pedestrian, cycle and vehicular movements and controls as well as appropriate capacity. Discussions with Council/DoT are ongoing.
Details of any works or treatments proposed to Doonside Street or Appleton Street or the nearby road network.	The footpath along Doonside Street at the site frontage will be reconstructed. A streetscape improvement concept is being discuss with the owners of Victoria Gardens to address additional improvements. There is no access proposed to Appleton Street, and therefore limited improvements or modifications are necessary.

<i>Item</i>	<i>Response</i>
Determine the likely increases to pedestrian and bicycle movements generated by the site and the likely distribution of those movements. Demonstrate how the subject site will prioritise those movements and provide convenient connections to existing infrastructure.	The Development Plan considers significant increases in pedestrian and cyclist movements by promoting these modes with generous bicycle parking provisions, limited car parking supply, and provision of pedestrian and cyclist only zones within the Development Plan areas.
Measures to reduce conflict and improve pedestrian and bicycle amenity (if applicable).	All ground-level laneways will be pedestrian and cyclist only and physically restricted to prevent vehicle access.
Indicative loading arrangements, with loading to be undertaken on site and conflict between the loading bay(s) and car parking areas and non- motorised transport to be minimised.	All loading is proposed on-site with dedicated ramps and zones within the car park for users. A separate access ramp is also provided for cars to improve management of vehicle conflicts.
Estimate the type and number of loading/unloading activities associated with the development and provide information on appropriate loading/unloading facilitates to service the various uses proposed.	In the order of 28 loading and waste movements are expected to be generated by the development as a whole per day, including vans and trucks. All loading access will be via 8.8 metre Medium Rigid Vehicles or smaller and will be provided with dedicated on-site loading zones.
Access to the site by trucks is to be via Doonside Street.	All vehicle access to the site is via Doonside Street.
Details regarding on-site waste collection, with waste vehicles accessing the site from Doonside Street	Waste collection will be managed by private contractor and collected on-site with separate collections for different uses. A Waste Management Plan will be prepared that contemplates collection of 4 waste streams for each use as required by the Sustainability Victoria Guidelines.

7.0 ENVIRONMENTALLY SUSTAINABLE DESIGN

7.1 SUSTAINABILITY COMMITMENTS

ENVIRONMENTALLY SUSTAINABLE DESIGN

An environmentally sustainable design assessment must be prepared that sets out how future development may achieve:

Water sensitive urban design objectives and requirements pursuant to the Yarra Planning Scheme; and

The WSUD objectives will use either the STORM tool or MUSIC assessment to demonstrate Best Practice pollutant removal targets are met in line with planning scheme clause 22.16-2 and 53.18-5. A combination of rainwater tanks, raingardens, proprietary devices and other treatment options will be explored when proposing a compliant stormwater solution.

Environmentally sustainable design objectives and requirements pursuant to the Yarra Planning Scheme

An SMP report is to be prepared in accordance with planning scheme clause 22.17-2. Objectives relating to energy, water, IEQ, stormwater, transport, waste and urban ecology will be addressed. Improvements on minimum energy efficiency requirements for dwellings is likely to form a central focus of the SMP assessment.

A BESS or Greenstar assessment is to be included to support the SMP report and ESD initiatives.

ESD Aspirations for the site include:

- Target of a net zero carbon development
- To exceed the 80% minimum daylight requirement for internal amenity to dwellings
- No natural gas connections to dwellings
- Align with an embedded energy network provider to procure 100% greenpower or equivalent renewable energy for the development

8.0 DRAINAGE

8.1 Stormwater, Drainage and Flood Analysis

8.1 STORMWATER, DRAINAGE AND FLOOD ANALYSIS

1. A Catchment Analysis of the Existing Stormwater Drainage System in Burnley Street and Doonside Street

Reeds analysis of the drainage catchment for the area that contributes stormwater to the existing stormwater drainage system in Burnley Street and Doonside Street utilised the available contour information indicates that the existing landform surrounding the site is quite flat which makes accurate external catchment delineation difficult to achieve in the absence of detailed Council drainage information. Further to this, internal drainage in Victoria Gardens Shopping Centre located to the north of the site isn't captured on Council MOCS plans. We have made a conservative assessment of the external road catchments particularly in Burnley Street which does include the Victoria Gardens Shopping Centre existing multi-storey carpark fronting Burnley Street into the drainage catchment boundary.

2. A Capacity Assessment for the Existing Drainage System into which the Future Development will be discharged

The capacity assessment of the existing drainage system has been based on Reeds adopting the drainage sizes shown on available Council MOCS information. Without access to detailed design plans or Council GIS information at the issue date of this report, it was assumed that the existing drains have been laid at constant depth hence their grades (and capacities) were estimated based on

review of existing road longitudinal grades. Given the relatively flat nature of the landform this is a reasonable assumption.

Burnley Street:

- The estimated capacity of ex 600Ø and 450Ø Council drains in the road reserve is approximately 0.6m³/s

Doonside Street:

- The estimated capacity of ex 525Ø Council drain in the road reserve is approximately 0.2m³/s

3. A Flood Analysis which Determines the Overland Flow Depth within the Road Reserve During a 1 in 100 year flood

The flood analysis which determines the overland flow depth within the road reservations during a 1 in 100 year flood utilises the catchment analysis and existing capacity assessment of the drainage system to generate the gap flow measured against the PC-Convey capacity of the road reserve as per the following:

Estimated 1% AEP overland flows in Burnley Street:

- Our analysis suggests that Burnley Street adjacent to the site services a drainage catchment of approximately 8.5 ha
- Total 1% AEP flow in the road reserve is estimated at 2.6m³/s
- The estimated capacity of ex 600Ø and 450Ø Council drains in the road reserve is approximately 0.6m³/s
- The estimated 1% AEP overland gap flow in the road reserve is

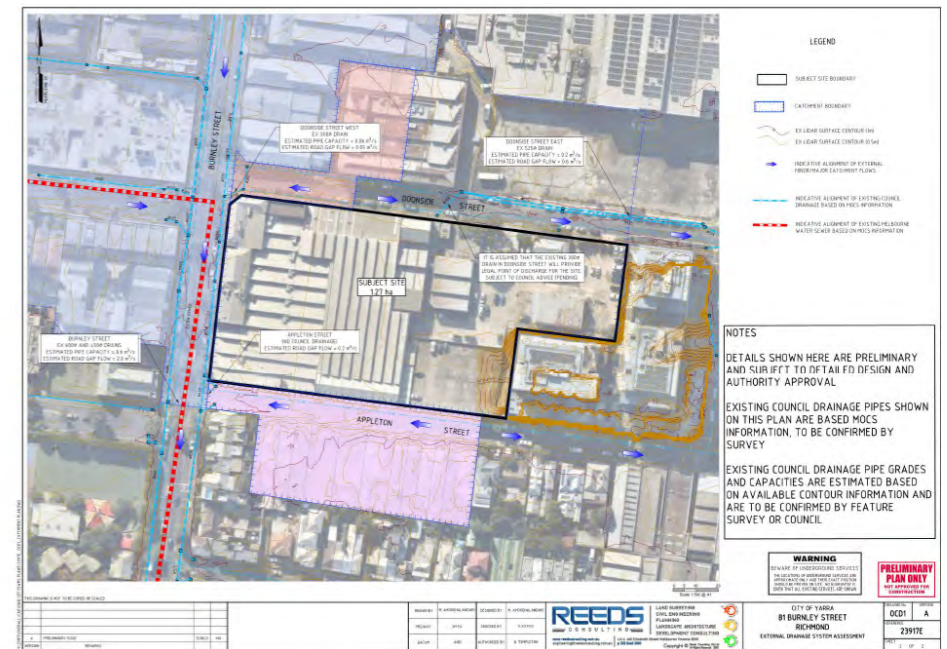
approximately 2.0m³/s

- Estimated flow depth in the road reserve is approximately 0.33m which is near the limit of safe overland flow requirements
- Our assessment suggests that in a 1% AEP storm event the capacity of Burnley Street will be exceeded with flows overtopping top of the footpath hence it is recommended to set finished floor levels above the footpath to ensure protection of the site to Council requirements
- PC-Convey section of Burnley Street is shown in Figure 2 below.
- Further advice will be sought from Council when the civil design is in progress, in particular the existing Council drainage system grades and capacities, as well as confirmation of our conservative external catchment area to confirm the external 1% AEP flows and flood depths in the existing road reserve.

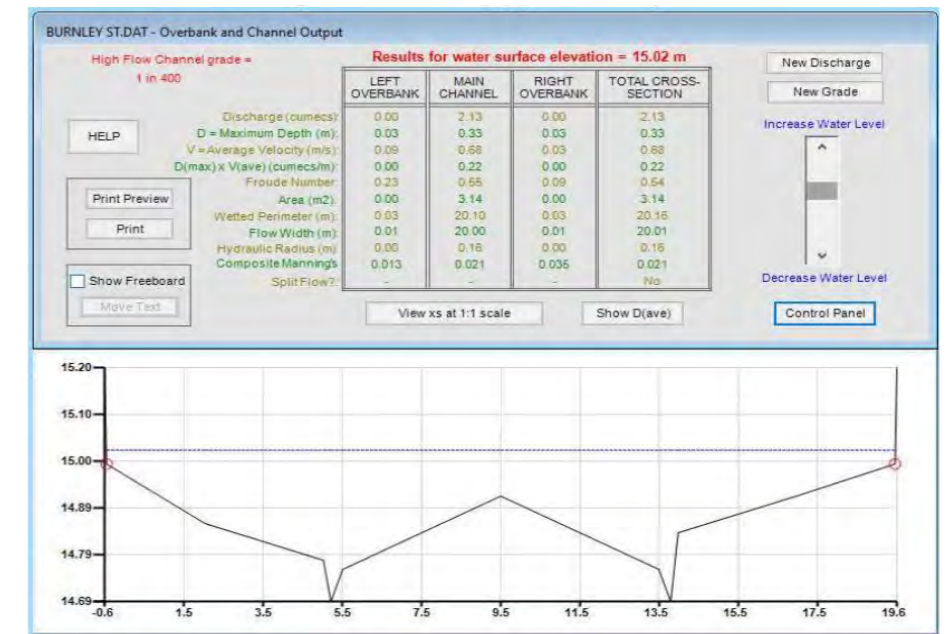
Estimated 1% AEP overland flows in Doonside Street:

- Our analysis suggests that Doonside Street falls in a westerly and easterly direction as shown in our plans
- The critical catchment is Doonside Street East which includes the proposed development (subject to Council LPOD advice)
- Doonside Street (East) is estimated to service a drainage catchment of approximately 1.9 ha
- Total 1% AEP flow is estimated at 0.8m³/s

- The estimated capacity of ex 525Ø Council drain in the road reserve is approximately 0.2m³/s
- The estimated 1% AEP overland gap flow in the road reserve is approximately 0.6m³/s
- Estimated flow depth in the road reserve is approximately 0.21m which appears to be contained within the existing road pavement based on available Lidar data
- Our assessment suggests that in a 1% AEP storm event Doonside Street (East) will contain local catchment flows
- PC-Convey section of Doonside Street is shown in Figure 3 below.



EXISTING DRAINAGE SYSTEM ASSESSMENT PLAN



ESTIMATED GAP FLOW IN BURNLEY STREET

9.0 COMPREHENSIVE HERITAGE ANALYSIS

9.1 HERITAGE ASSESSMENT

The Heritage consultant assessed that the Development Plan has been prepared with careful regard for character and setting of the heritage buildings on the subject site. Impacts on adjacent heritage overlay places have also been taken into consideration.

The industrial history of the subject site is celebrated through the retention of significant heritage fabric and also in the indicative palette of building materials and architectural treatments throughout. The key objectives of the Development Plan Overlay are met in terms of respecting the scale and form of the heritage buildings and establishing a firm basis for managing the significance of the site and its relationship with its surroundings.

In addition to having been prepared in general accordance with the relevant DPO, the Development Plan follows precedent established by other completed and approved developments the City of Yarra involving industrial heritage places in respect to the extent of retention of heritage fabric and the height and upper level setbacks of new built form.

10.0 NOISE IMPACTS

10.1 NOISE ASSESSMENT

Requirement:

Development that includes residential or other sensitive uses must be designed and constructed to include noise design and noise attenuation measures that achieve the noise levels that are calculated by applying the method in Schedule B of State Environment Protection Policy No. N-1 'Control of Noise from Commerce, Industry and Trade (SEPP N-1). (or the equivalent environment reference standard to be introduced under the Environment Protection Amendment Act 2018).

Approach:

New Environment Protection Regulations (EP Regulations) in Victoria started to take effect on 1 July 2021. The EP Regulations include the VIC EPA, Noise limit and assessment protocol for the control of noise from commercial, industrial and trade premises and entertainment venues, Publication 1826.4, dated 1 July 2021 (EPA Noise Protocol) as the new reference document which sets the required approach to determine noise limits and assess noise emissions. The EPA Noise Protocol has replaced SEPP N-1 and SEPP-N2.

The acoustic town planning report to accompany any subsequent permit application will include a summary of the EPA Noise Protocol requirements including the determination of noise limits for the project based on assumed background noise levels in the area.

The report will also suggest noise control measures to be developed further as design progresses.

We have assumed that there is potential for music noise to be generated by the proposed retail area on the Ground Level of Tower A. Once specific details and operational conditions are defined for this space a detailed assessment may be required. Noise limits may also have to be revised based on actual measured background noise levels.

Requirement:

For the purpose of assessing whether the above noise standards are met, the noise measurement point shall be located inside a habitable room of a noise sensitive residential use with windows and doors closed.

Approach:

Based on the EPA Noise Protocol, the measurement point should be outdoors, but there may be situations where it may have to be measured indoors.

11.0 DEVELOPMENT STAGING

11.1 Development Staging Plan

11.1 DEVELOPMENT STAGING PLAN

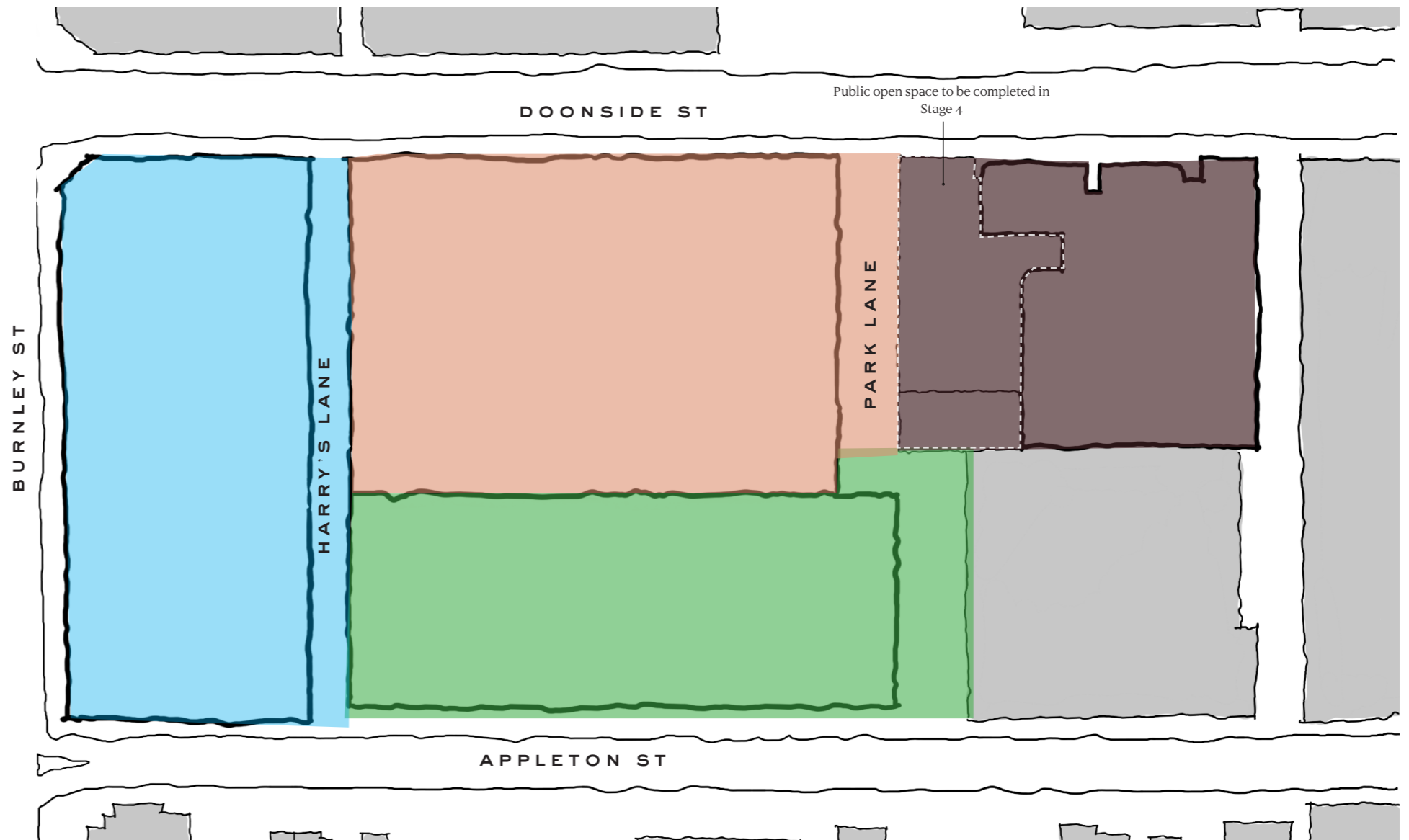
114 The project is proposed to be delivered as one stage, however should the need arise the project has been designed to be staged.

There are four proposed stages that are clearly separated by the internal laneway network.

Critical to the successful staging of the project the following elements have been considered:

- The location of the main vehicle entry to the basement will be included in stage one.
- The location of loading areas and waste collection will be included in stage one.
- The extent of basement will be determined by the required level of carparking provision to service the relevant stages.
- Temporary structures will be used to hoard off the sections of basement that will not be constructed until the appropriate time.
- All incoming services including the electrical substation will be included in the first stage.
- All subsequent stages will be able to plug into the initial service connections.
- Provision of the southern portion of Park Lane in stage three
- Completion of the new public open space park in stage four

If the project is required to be staged then interim measures will be put in place to ensure the activation of the constructed laneway network and associated retail frontage.



Staging Diagram

- Stage One
- Stage Two
- Stage Three
- Stage Four



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