

Planning Scheme Amendment C223 Report

81-95 Burnley Street and 26-34 Doonside Street, Richmond

The 'Harry the Hirer' Site

0316-0151 R003 December 2018

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Artist Impression:
Subject to detailed
design at planning
permit stage.



Figure 1 Doonside Street Perspective





01 INTRODUCTION

1.1 Background

Tract Consultants Pty Ltd acts on behalf of Astrodome Hire Pty Ltd, owner of 81-95 Burnley Street and 26-34 Doonside Street, Richmond.

This report supports a Planning Scheme Amendment request of the Planning and Environment Act 1987 ('the Act') to rezone land known as 81-95 Burnley Street and 26-34 Doonside Street, Richmond (the 'Site') from the Industrial 3 Zone (IN3Z) to a Mixed Use Zone (MUZ).

Locally, the land is known as the 'Harry the Hirer' site, or formerly the 'Repco' site.

It forms part of the Victoria Street Activity Centre which is currently undergoing significant commercial and residential development. The Site comprises approximately 1.3ha of land that is envisaged to be developed for residential, commercial, retail and public open space purposes.

The rezoning of the Site to facilitate a mix of uses realises the strategic vision of the City of Yarra in relation to the site, as illustrated in the Municipal Strategic Statement (MSS).

It also completes the rezoning of the 'missing part' of the Doonside precinct that was rezoned in 2009.

This rezoning request has arisen from a review of the 'Harry the Hirer' business which identified the need to shift the warehouse component of the business to Brooklyn, and consolidate and upgrade the showroom and office components on site while providing flexibility to allow expansion of the business into a larger, stand alone premises at the Richmond location.

This request assists in supporting a major local employer by making more efficient use of its landholding, and solidifying its position in Richmond and the City of Yarra more generally.

1.2 Planning Scheme Amendment Details

The amendment would affect all of the land formally identified as 81-95 Burnley Street and 26-34 Doonside Street, Richmond. The land consists of 2 land titles, is bounded by Doonside, Burnley and Appleton Street and a private land holding with a permit for high density apartments (nearing completion).

This planning scheme amendment request would:

- Rezone land from Industrial 3 Zone (IN3Z) to Mixed Use Zone (MUZ).
- Apply a Development Plan Overlay (DPO).
- Apply an Environmental Audit Overlay (EAO).

This amendment will provide net community benefits through;

- The retention of a longstanding major local business, and a significant net increase of jobs across the site.
- The creation of a new public open space, pedestrian laneway and other local amenity improvements.
- The provision of 10% of dwellings to be for affordable housing.
- The restoration of heritage buildings including the entire building at 26 Doonside Street.
- Contribution to the future signalisation of Doonside Street and Burnley Street intersection.
- The provision of additional residential, commercial, retail and home office land uses within an activity centre and walking distance of its catchment.
- Implementation of the policies of the Yarra Planning Scheme and Plan Melbourne 2017-2050.

The amendment request is consistent with the relevant objectives for planning in Victoria, the Plan Melbourne 2017-2050 strategy, and the Yarra Planning Scheme.

1.3 Report Structure

This report describes the Site and its context, analyses its opportunities and constraints, details the proposed planning scheme amendment, identifies relevant planning policy, and lastly assesses the proposal's compliance within the identified planning framework.

This town planning rezoning request report has been informed by specialist inputs and reports including;

- Urban Design – Tract Consultants.
- Landscape Architecture – Tract Consultants.
- 3D Media and Visualisations – Tract Consultants.
- Transport – Ratio Consultants.
- Heritage – Bryce Raworth.
- Economic and Employment – Deep End Services.
- ESD – GIW Consultants.

1.4 Harry the Hirer Business

The Site is currently utilised as a showroom, administrative office, warehouse and logistics depot for 'Harry the Hirer' party and marquee hire company and consists of a number of medium to large commercial warehouses.

As a result of changing business conditions, Harry the Hirer no longer needs the extensive Burnley Street land for storage and logistics operations, and has relocated these elements to its Brooklyn location. As part of this, they wish to consolidate and upgrade the showroom and office components on site and seek a higher and better use for the remaining areas in line with the Yarra Planning Scheme.

This rationalisation will assist a long standing local business continue to make a positive contribution to the local economy and lead to a significant net increase in employment on site.

02 SITE ANALYSIS

2.1 Site Location

The subject Site is located within the suburb of Richmond in the inner east of Melbourne (refer to Figure 2 - Site Context Map). The Site is approximately 3.5km directly east of Melbourne's CBD, and is positioned within the Victoria Street Activity Centre (refer to Figure 3 - Context Plan).

Richmond is an inner suburb generally bordered by Victoria Street to the north, Hoddle Street to the west, Swan Street to the south and the Yarra River to the east. Richmond is characterised by a growing and diverse population and showcases a wide variety of land uses consisting of residential, commercial, retail and industrial. The Site is within close proximity to the Yarra River and numerous commercial and retail services.

The area is in transition from an industrial character to an eclectic mix of uses, focused on residential and retail. The area still features a range of industrial and warehousing businesses, often adjacent to newer residential buildings. Many of these are in the process of being redeveloped for retail, office and residential uses.

LEGEND

- | | | |
|--|---|---|
|  SITE BOUNDARY |  RETAIL |  TRAIN STATIONS |
|  400M RADIUS |  MIXED USE |  TRAM STOPS |
|  800M RADIUS |  OFFICE / COMMERCIAL |  SMARTBUS STOPS |
| |  INDUSTRIAL |  BUS STOPS |
| |  EDUCATION |  TRAIN LINES |
| |  OPEN SPACE |  TRAM ROUTES |
| | |  SMARTBUS ROUTES |
| | |  BUS ROUTES |

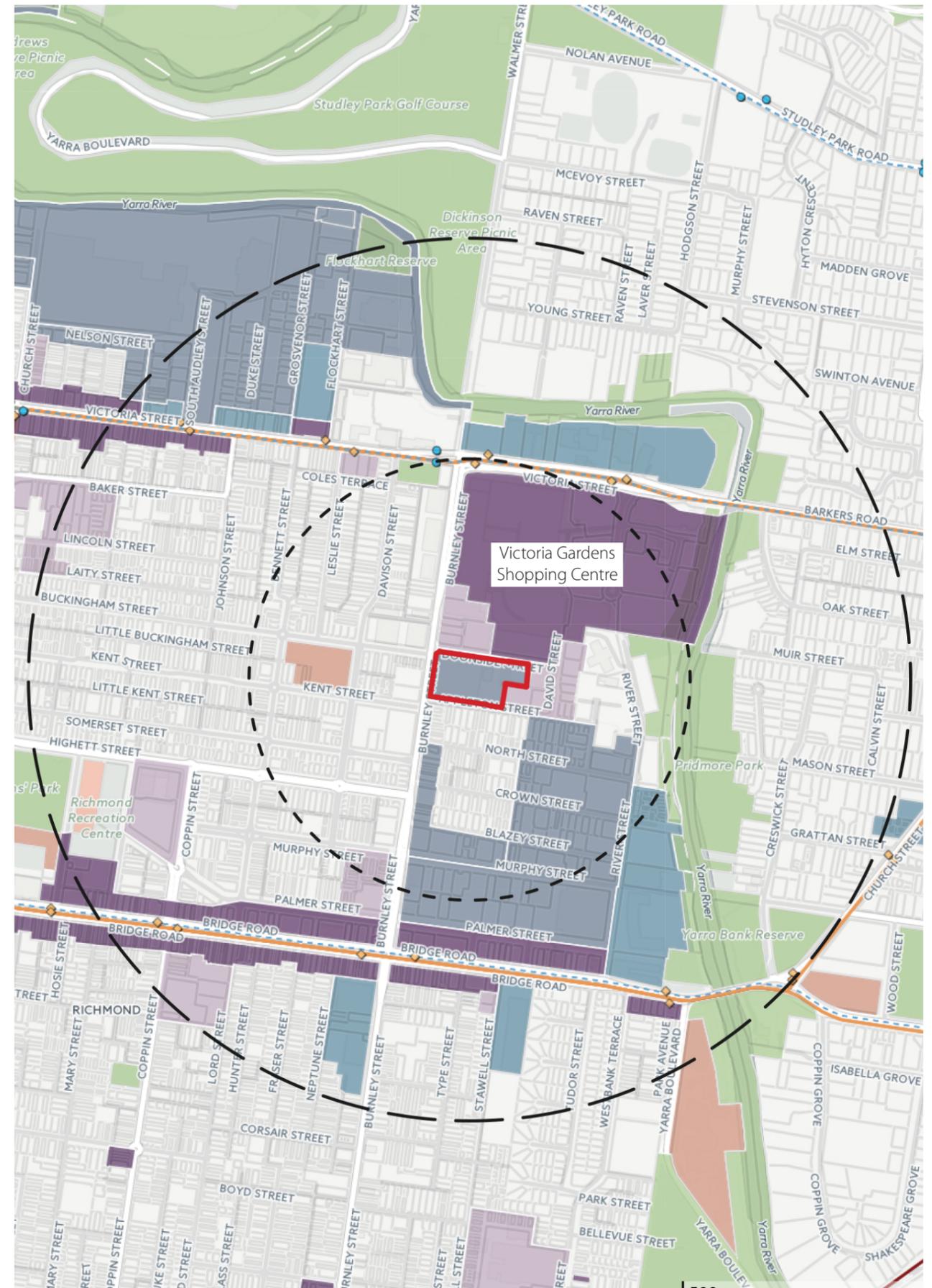


Figure 2 Site Context Map

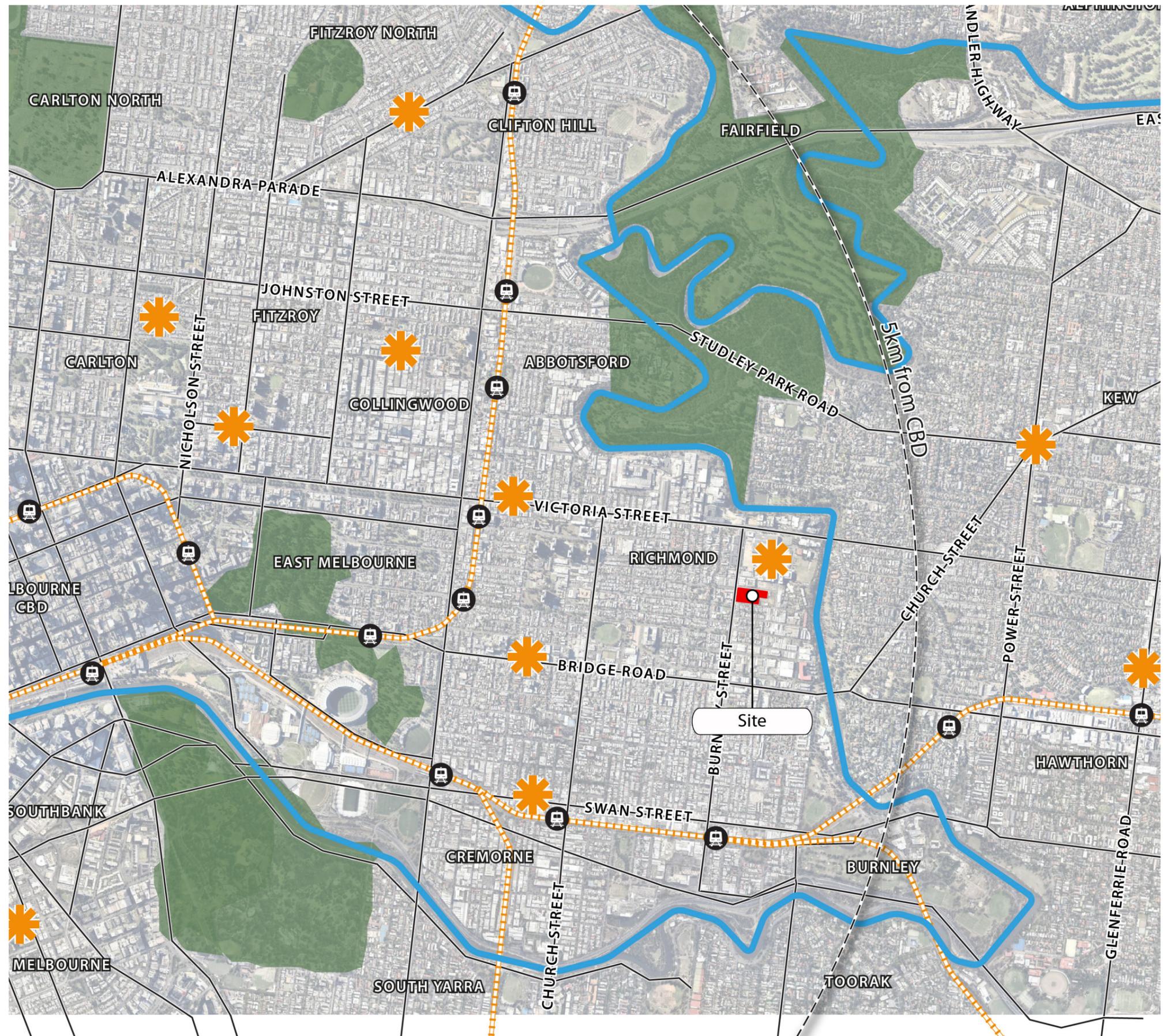


Figure 3 Context Plan

2.2 Site Features

The Site is approximately 13,000sqm and is located at 81-95 Burnley Street and 26-34 Doonside Street, Richmond.

The Site consists of 2 titles and is bounded to Burnley Street to the west, Doonside Street to the north and Appleton Street to the south. The Site is formally identified as;

- Lot 1 on PS 743081D (Volume 12006, Folio 301).
- Lot 2 on PS 743081D (Volume 12006, Folio 302).

The Site is generally flat in nature with no significant vegetation with the exception of a single, large, mature tree centrally located along the northern Doonside Street boundary.

The western portion of the Site is developed with a number of large warehouse buildings used as a showroom and ancillary offices. The eastern portion of the site is used for a variety of storage and logistical operations including goods shed, overflow storage, gas storage and parking (refer to Figure 4 - Aerial Plan).

The residential subdivision pattern and scale of buildings in the neighbouring southern areas (Neighbourhood Residential Zone 1 (NRZ1)) contrast with the larger footprints occupied by the subject site and surrounding properties on Doonside Street and David Street. The large, existing industrial buildings with a direct interface with these residential properties (along Appleton Street to the south) contribute little to neighbourhood amenity or local streetscapes.

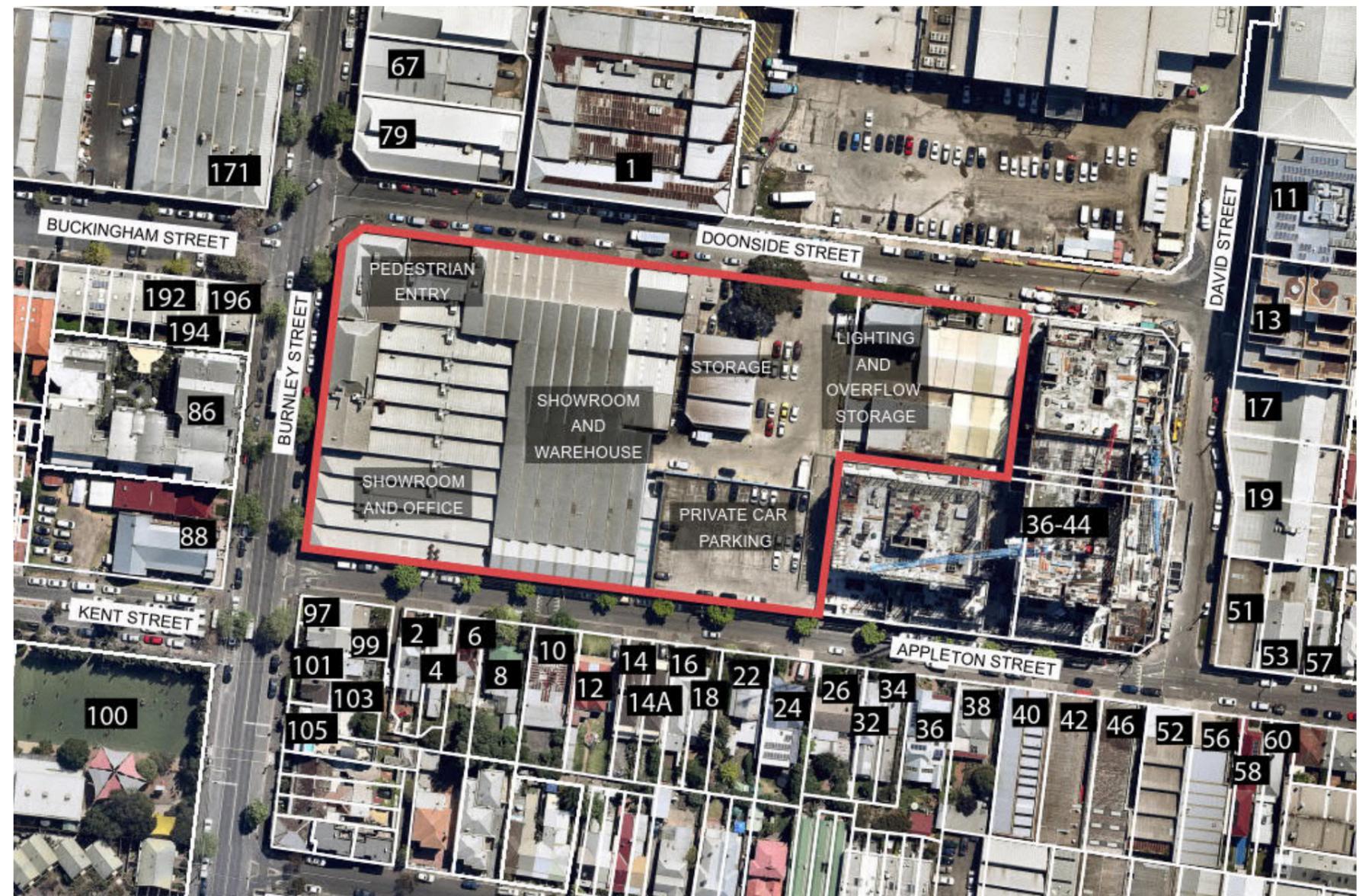


Figure 4 Aerial Plan

2.3 Local Services

The Site is well serviced by public transport, located just north along Victoria Street (tram no. 12 and 109), as well as the Bridge Road tram (no. 48). The closest train station is Burnley Station approximately 1.4km to the south.

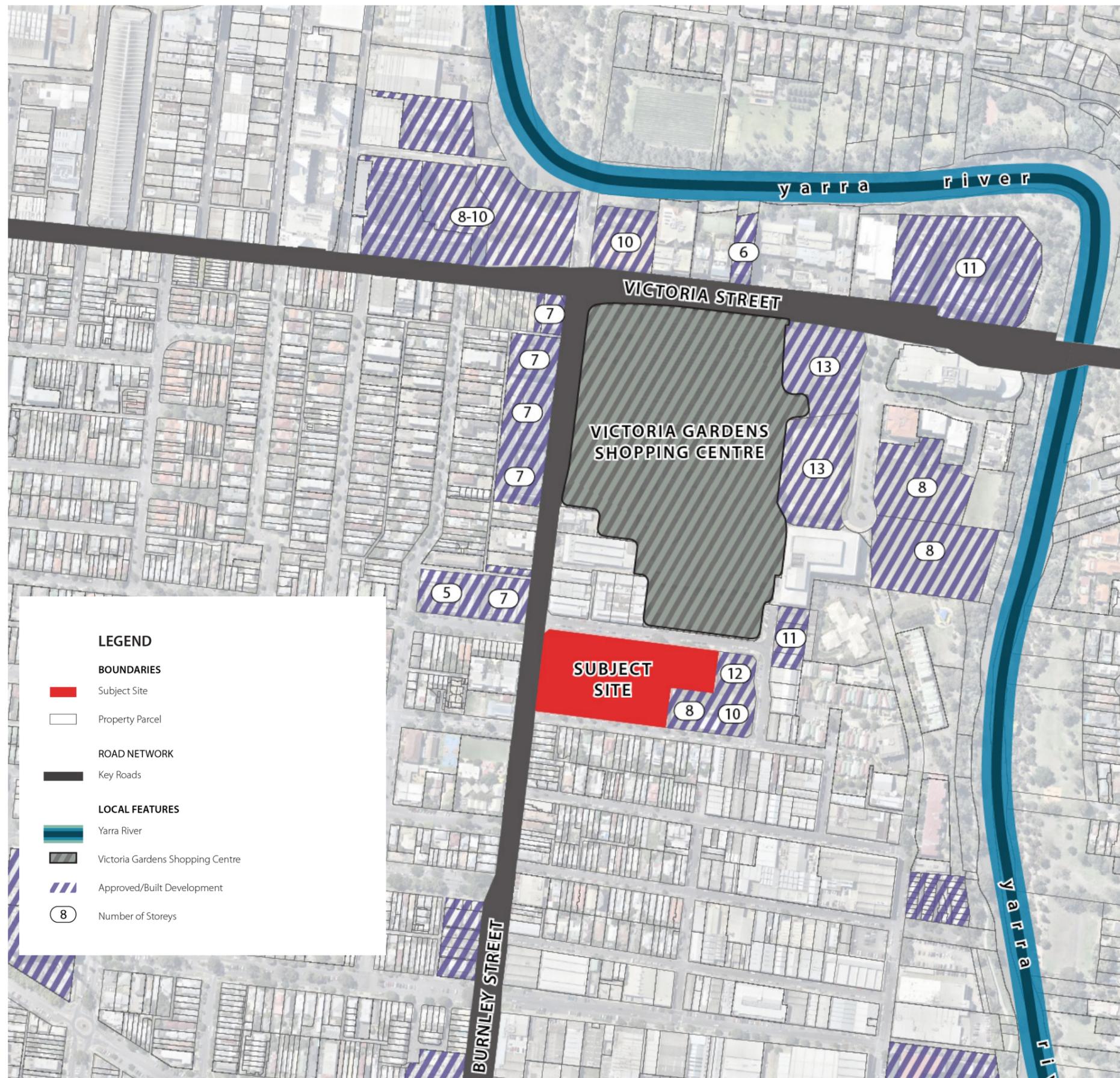
The Site is advantageously located within close proximity to a number of vibrant activity centres and retail opportunities, namely Victoria Gardens Shopping Centre (100m), Victoria Street Shopping Precinct (400m), and Bridge Road Shopping Precinct (550m). The major activity centres of Swan Street, Kew Junction and Glenferrie Hawthorn are also nearby (refer to Figure 5 - Site Location Plan).

Within the area are a number of public open spaces including the Main Yarra Trail and Capital City Trail (400m), which leads to Burnley Park to the south (1.2km) and Andrews Reserve Trail to the north (700m). Williams Reserve is found to the north of the Site (400m) as well as Citizens Park including the Richmond Recreation Centre located to the west (700m).

Furthermore, the Site is very well serviced by schools and community facilities including; Trinity Catholic School (100m), Yarra Primary School (150m), Yarraberg Children's Centre (250m), Richmond High School (600m) and Collingwood Childrens Farm and Abbotsford Convent (1.5km).



Figure 5 Site Location Plan



2.4 Surrounding Developments

Consistent with its character as an area in transition, a large number of planning permits allowing medium and high density development have been granted in the vicinity of the Site, many of which have been recently completed.

A planning permit has been granted to the land directly to the Sites east (known as 36-44 Doonside Street), which comprises the remaining 30% of the block (Refer to Figure 6 - Surrounding Development Plan). This allows three buildings of twelve, ten and eight storeys, and is under construction.

Surrounding properties with granted planning permits, under construction or development complete status include:

- 9-15 David Street, Richmond. 11 storeys. Completed.
- 171 Buckingham Street, Richmond. Residential building ranging in scale between 7 and 3 storeys. Approved planning permit.
- 36-44 Doonside Street, Richmond. Three buildings each to a height of 12, 10 and 8 storeys. Approved planning permit and under construction.
- 10-20 River Boulevard, Richmond. 13 storey mixed use building. Approver planning permit.
- 2A, 2-30 Burnley Street, & 520 Victoria Street, Richmond. Ranging in scale between 3 and 7 storeys. Development complete.
- 677-679 Victoria Street, Abbotsford. 11 storeys. Development complete.
- 23-35 River Boulevard, Richmond. 5 buildings up to 8 storeys. Approved planning permit.
- 647-649 Victoria Street, Richmond. 10 storeys. Approved planning permit.

Figure 6 Surrounding Development Plan

2.5 Site Opportunities and Constraints

The rezoning and redevelopment of the Site offers an array of opportunities both within the site and for the wider local community. These include the potential to create a distinctive residential and mixed use precinct, while also improving the amenity of the site and surrounding area.

Particular opportunities arising from the rezoning and redevelopment of the site include;

- Creation of a new sizeable public open space that is north facing and complements the existing Doonside Street heritage building and incorporates the Sites only existing tree.
- Retaining and restoring the existing heritage buildings within the Site.
- New pedestrian laneway throughout the Site connecting directly into the southern pedestrian entrance to the Victoria Gardens Shopping Centre.
- New development to better interface with existing residential development to the south.
- Increased diversity of housing types in line with Plan Melbourne 2017-2050 principles.
- Diversifying uses within the Victoria Street Activity Centre.
- Increasing onsite employment by upgrading the 'Harry the Hirer' business and introducing opportunities for new employment generating uses.

Refer to Figure 7 - Site Opportunities and Constraints.

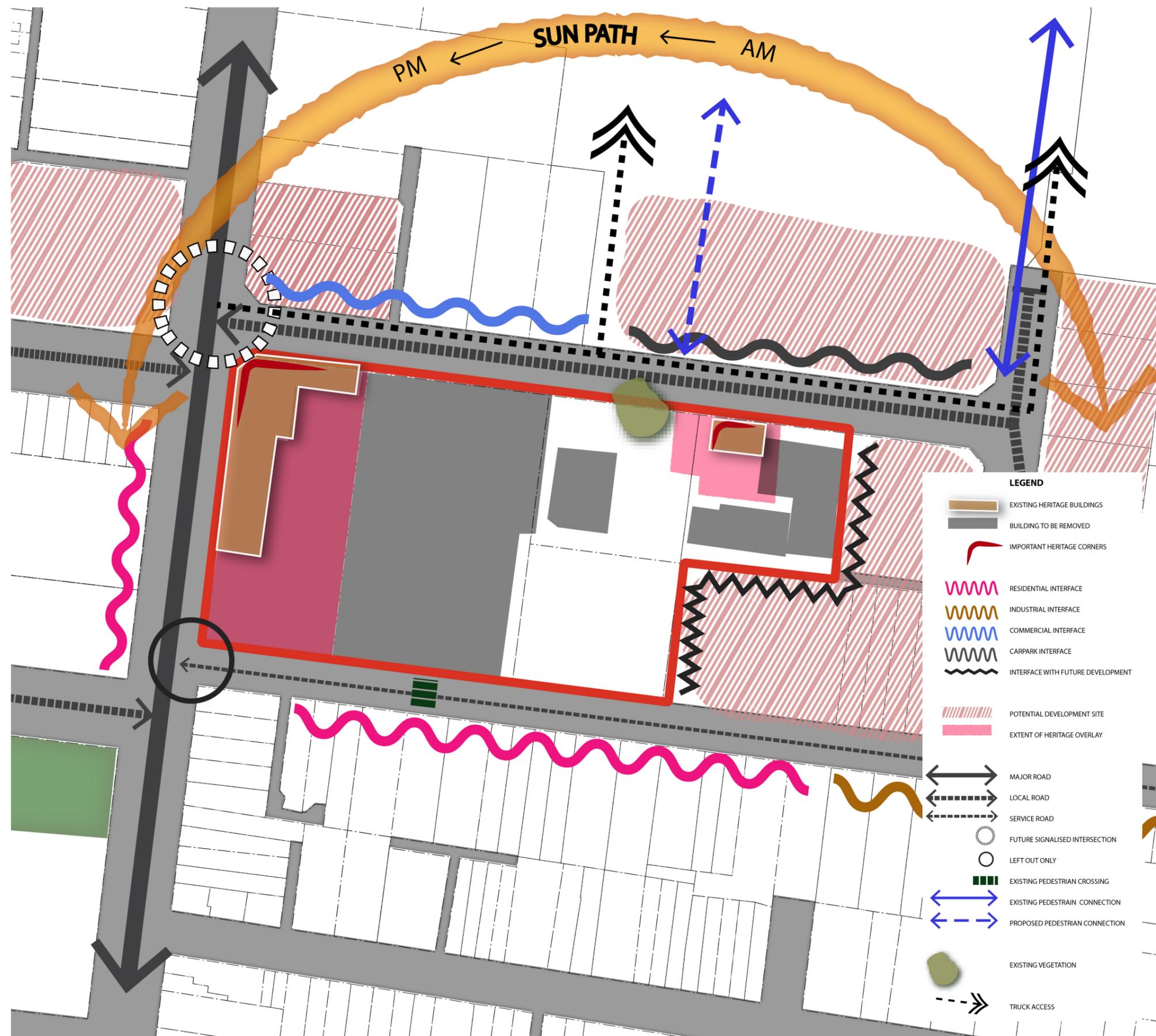


Figure 7 Site Opportunities and Constraints

- 1 Existing heritage fabric and significant architectural features to be retained and restored.
- 2 Retain key view to existing industrial facade from Burnley, Doonside and Appleton Streets.
- 3 Retain key views to former Repco Offices & Laboratories.
- 4 Retain entire building.



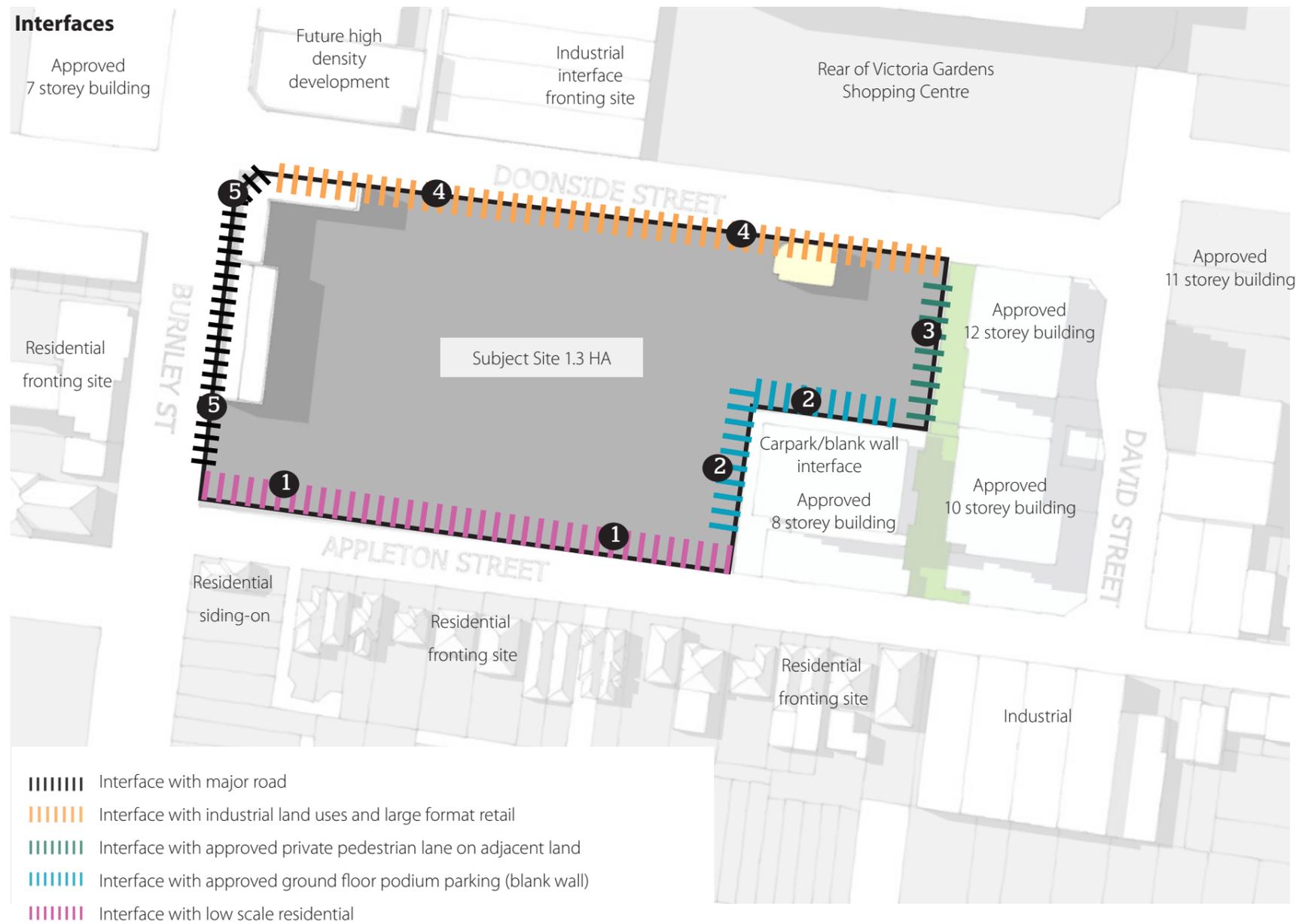
81-95 Burnley Street



26 Doonside Street



Figure 8 Heritage Analysis



- 1 Opportunity for 2-3 storey commercial and/or residential interface to provide a respectful interface with the existing character of Appleton Street.
- 2 Site is constrained by the ground floor and podium uses proposed by the neighbouring development. Ground and podium level uses in this location must respond to a blank wall interface.
- 3 Opportunity for residential uses to address the approved pedestrian laneway as part of the neighbouring development.
- 4 Long expanse of the Site fronts existing commercial and light industrial land uses. Opportunity to provide commercial, retail, vehicle access and public open space along this edge as these functions are more compatible to the desired future operations of Doonside Street.
- 5 The interface with Burnley Street is appropriate for commercial uses. There is an opportunity to use the existing Heritage building to provide access to residential development above.

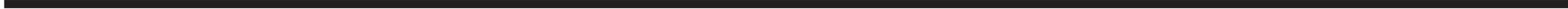
Appleton Street Interface



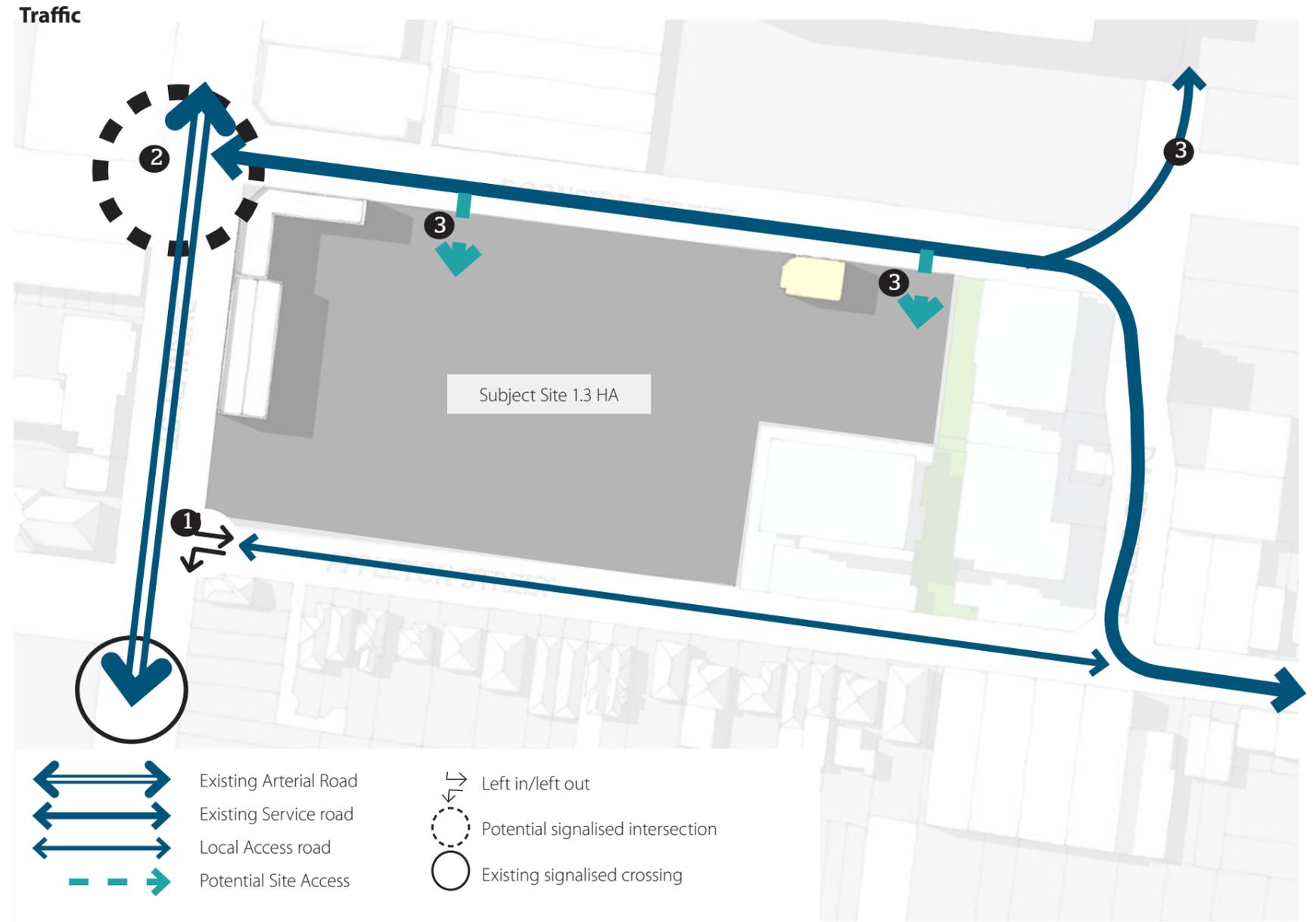
Burnley Street Interface



Figure 9 Interface Analysis



- Traffic**
- 1 Traffic movement along Appleton Street is constrained. There is currently a left out exit onto Burnley Street. Appleton Street is narrow and designed to accommodate low traffic movements.
 - 2 The intersection at Doonside and Burnley Street is not currently signalised. Future residential development and increased traffic volumes may trigger signalisation. Opportunity to contribute to the future intersection signalisation.
 - 3 Doonside Street supports existing truck movements and loading to the rear of Victoria Gardens Shopping Centre. There is an opportunity to provide access into the Site and basement carparking from Doonside Street.



David Street Traffic Conditions



Appleton Street Traffic Conditions



Figure 10 Traffic Analysis

Pedestrian



- 1 A pedestrian lane (private after hours) is proposed in the neighbouring development.
- 2 Opportunity to incorporate the heritage building along Doonside Street to be alongside a potential new pedestrian lane through the site.
- 3 A pedestrian entrance is proposed in the Victoria Street Structure Plan, connecting Victoria Gardens Shopping Centre to Doonside Street and the surrounding area more generally. There is an opportunity to continue this pedestrian access through the Site to facilitate further local connections and walkability.

Doonside Street Pedestrian Conditions



Appleton Street Pedestrian Conditions



Figure 11 Pedestrian Analysis



Doonside Street looking west towards Burnley Street.



Corner of Appleton Street and David Street looking north towards Victoria Gardens.

2.6 Site Interfaces

The Site currently offers a generally harsh industrial interface along Doonside Street and a residential interface on Appleton Street, while the existing heritage façade along Burnley Street remains the Sites primary visual point of interest.

The surrounding areas comprise a mixture of uses; predominantly residential areas to the south and west, with retail (with some commercial and residential) to the north and some public open space areas along the Yarra River to the east.

2.6.1 North - Doonside Street

Doonside Street is an approximate 9.7m carriageway, allowing for a single lane of traffic in each direction. It currently acts as the major east west road within the Doonside Precinct enabling delivery movements for Victoria Gardens Shopping Centre. The Street predominantly has an industrial interface with no street vegetation. An existing mature *Corymbia Citriodora* (Lemon-scented Gum) is located along the northern property boundary of the site.

On the opposite side of Doonside Street are a number of existing double storey warehouse buildings (closer to the Burnley Street intersection) and a large, vacant parcel of land which forms part of the southern area of the Victoria Gardens Shopping Centre (refer to Figure 12 - North Interface Images).

2.6.2 East - Adjoining Site Interface

36-44 Doonside Street and 27-41 Appleton Street, Richmond has an approved planning permit (PLN10/0790) for the construction of a mixed use building. The proposal consists of three separate built forms of 8, 10 and 12 storeys in height. The development is currently under construction.

Further east is David Street, which is a north south industrial street with a carriageway of approximately 9m in width (refer to Figure 13 - Eastern Interface Images). 9-11 David Street has an approved planning permit (PLN14/0538) for the construction of an 11 storey residential building with part ground floor retail, and has recently been completed.



Figure 12 Northern Interface Images



Figure 13 Eastern Interface Images



Appleton Street looking west towards Burnley Street.

2.6.3 South - Appleton Street

Appleton Street is a residential street with a 7.9m carriageway. Appleton Street is primarily residential on the southern side, and industrial on the northern side, with the majority of its southern length consisting of detached single storey heritage dwellings. Most of these properties are Edwardian and Victorian cottages.

Appleton Street contains a consistent planting of street trees along its northern boundary (refer to Figure 14 - Southern Interface Images). Recent works have created a 'left in left out' traffic arrangement at Burnley Street, which was implemented to mitigate excessive vehicle movements.



Figure 14 Southern Interface Images



Burnley Street looking south towards Bridge Road.

2.6.4 West - Burnley Street

Burnley Street is an arterial road with a lane of traffic in both directions. It is within a Road Zone and acts as a major thoroughfare between the Victoria Street Precinct (north) to the Monash Freeway (south of Swan Street). Burnley Street has a number of signalised crossings between Bridge Road to the south and Victoria Street to the north including outside the Victoria Gardens Shopping Centre and opposite Trinity Catholic School.

On the western side of Burnley Street is an eclectic mix of residential developments, comprising an approved 7 storey residential development on the north-west corner of Burnley Street and Buckingham Street and a 4 storey residential development (known as Richmond Heights) at 86 Burnley Street, Richmond (refer to Figure 15 - Western Interface Images). Further, a number of higher density residential developments directly opposite Victoria Gardens Shopping Centre (along both Burnley Street and Victoria Street) range in heights between 6 and 10 storeys.



Figure 15 Western Interface Images

03 PLANNING PROVISIONS

3.1 Planning Policy Framework (PPF)

To ensure local planning schemes further the objectives of planning in Victoria, planning authorities must take into account and give effect to the general principles and specific policies contained in the State Planning Policy Framework (SPPF). The SPPF clauses that are most relevant to the Site and proposed amendment are detailed below.

Clause 11 Settlement

This clause seeks to 'anticipate and respond to the needs of existing and future communities through provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure'.

Clause 11.01-1S Settlement

The objective of this clause is 'to promote the sustainable growth and development of Victoria and deliver choice and opportunity for all Victorians through a network of settlements'.

Clause 11.01-1R Settlement - Metropolitan Melbourne

The strategies of this clause are (inter alia) 'develop a network of activity centres linked by transport; consisting of Metropolitan Activity Centres supported by a network of vibrant major and neighbourhood activity centres of varying size, role and function' as well as 'create mixed-use neighbourhoods at varying densities, including through the development of urban-renewal precincts, that offer more choice in housing, create jobs and opportunities for local businesses and deliver better access to services and facilities'.

Clause 11.02-1S Supply of Urban Land

The objective of this clause is 'to ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses'. The strategies of this clause are (inter alia) 'planning for urban growth should consider opportunities for the consolidation, redevelopment and intensification of existing urban areas' as well as 'ensure that sufficient land is available to meet forecast demand'.

Clause 13.04-1S Contaminated and potentially contaminated land

The objective of this clause is 'to ensure that potentially contaminated land is suitable for its intended future use and development, and that contaminated land is used safely'. Strategies for this clause are (inter alia) 'facilitate the remediation of contaminated land, particularly on sites in developed areas with potential for residential development'.

Clause 15 Built Environment and Heritage

This clause identifies (inter alia) 'planning is to recognise the role of urban design, building design, heritage and energy and resource efficiency in delivering livability and sustainable cities, towns and neighbourhoods'.

Clause 15.01-2S Building Design

The objective of this clause seeks 'to achieve building design outcomes that contribute positively to the local context and enhance the public realm'. The strategies of this clause are (inter alia) 'require a comprehensive site analysis as the starting point of the design process', 'ensure development responds and contributes to the strategic and cultural context of its location' as well as 'ensure the site analysis provides the basis for the consideration of height, scale and massing of new development'.

Clause 15.01-4S Healthy Neighbourhoods

The objective of this clause seeks 'to achieve neighbourhoods that foster healthy and active living and community wellbeing'. The strategies of this clause are (inter alia) 'design neighbourhoods that foster community interaction and make it easy for people of all ages and abilities to live healthy lifestyles and engage in regular physical activity providing connected, safe, pleasant and attractive walking and cycling networks that enable and promote walking and cycling as part of daily life'.

Clause 15.01-4R Healthy Neighbourhoods - Metropolitan Melbourne

The strategy of this clause is to 'create a city of 20 minute neighbourhoods, that give people the ability to meet most of their everyday needs within a 20 minute walk, cycle or local public transport trip from their home'.

Clause 15.01-1S Urban Design

The objective of this clause is 'to create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity'. The strategies of this clause are (inter alia) 'ensure the interface between the private and public realm protects and enhances personal safety' as well as 'ensure development supports public realm amenity and safe access to walking and cycling environments and public transport'.

Clause 15.01-1R Urban Design - Metropolitan Melbourne

The objective of this clause is 'to create a distinctive and liveable city with quality design and amenity'. The strategies of this clause are (inter alia) 'support the creation of well-designed places that are memorable, distinctive and liveable'.

Clause 15.03-1S Heritage

The objective of this clause is 'to ensure the conservation of places of heritage significance'. The strategies of this clause are (inter alia) 'retain those elements that contribute to the importance of the heritage place' as well as 'support adaptive reuse of heritage buildings where their use has become redundant'.

Clause 15.03-1 Heritage Conservation

The objective of this clause is 'to ensure the conservation of places of heritage significance'.

Clause 16 Housing

This clause notes that (inter alia) 'planning should provide for housing diversity, and ensure the efficient provision of supporting infrastructure' as well as 'planning for housing should include the provision of land for affordable housing'.

Clause 16.01-4S Housing Affordability

The objective of this clause is 'to deliver more affordable housing closer to jobs, transport and services'. The strategies of this clause are (inter alia) 'improve housing affordability by ensuring land supply continues to be sufficient to meet demand' as well as 'increasing choice in housing type, tenure and cost to meet the needs of households as they move through life cycle changes and to support diverse communities'.

Clause 16.01-3S Housing Diversity

The objective of this clause is ‘to provide for a range of housing types to meet diverse needs’. The strategies of this clause are (inter alia) ‘ensure housing stock matches changing demand by widening housing choice’ as well as ‘facilitate diverse housing that offers choice and meets changing household needs through a mix of housing types’.

Clause 16.01-3R Housing Diversity - Metropolitan Melbourne

The strategy of this clause is to ‘create mixed-use neighbourhoods at varying densities that offer more choice in housing’.

Clause 16.01-2R Housing Opportunity Areas - Metropolitan Melbourne

The strategy of this clause is to (inter alia) ‘manage the supply of new housing to meet population growth and create a sustainable city by developing housing and mixed use development opportunities in locations that are metropolitan activity centres and major activity centres.’

Clause 16.01-1S Integrated Housing

The objective of this clause is ‘to promote a housing market that meets community needs’. The strategies of this clause are (inter alia) ‘increase the supply of housing in existing urban areas by facilitating increased housing yield in appropriate locations, including under-utilised urban land’ as well as ‘ensure housing developments are integrated with infrastructure and services, whether they are located in existing suburbs, growth areas or regional towns’.

Clause 16.01-2S Location of Residential Development

The objective of this clause is ‘to locate new housing in designated locations that offer good access to jobs, services and transport’. The strategies of this clause are (inter alia) ‘increase the proportion of new housing in designated locations within established urban areas and reduce the share of new dwellings in greenfield and dispersed development areas’ as well as ‘encourage higher density housing development on sites that are well located in relation to jobs, services and public transport’.

Clause 17 Economic Development

This clause notes that (inter alia) ‘planning is to provide for a strong and innovative economy, where all sectors are critical to economic prosperity’.

Clause 17.01-1S Diversified Economy

The objective of this clause is ‘to strengthen and diversity the economy’. The strategies of this clause are (inter alia) ‘protect and strengthen existing and planning employment areas and plan for new employment areas’ as well as ‘improve access to jobs closer to where people live’.

Clause 17.02-1S Business

The objective of this clause is ‘to encourage development that meets the community’s needs for retail, entertainment, office and other commercial services’. The strategies of this clause are (inter alia) ‘plan for an adequate supply of commercial land in appropriate locations’ as well as ‘locate commercial facilities in existing or planned activity centres’.

Clause 18.02-1S Sustainable Personal Transport

The objective of this clause is ‘to promote the use of sustainable personal transport’. The strategies of this clause are (inter alia) ‘ensure development and the planning for new suburbs, urban renewal precincts, greyfield redevelopment areas and transit-oriented development areas (such as railway stations) provide opportunities to promote more walking and cycling’ as well as ‘encourage the use of walking and cycling by creating environments that are safe and attractive’.

Clause 18.02-1R Sustainable Personal Transport - Metropolitan Melbourne

The strategies of this clause are (inter alia) ‘improve local travel options for walking and cycling to support 20 minute neighbourhoods’.

Clause 19.02-6S Open Space

The objective of this clause is ‘to establish, manage and improve a diverse and integrated network of public open space that meets the needs of the community’. The strategies of this clause are (inter alia) ‘ensure that land is set aside and developed in residential areas for local recreational use and to create pedestrian and bicycle links to commercial and community facilities’ as well as ‘improve the quality and distribution of open space and ensure long-term protection’.

Clause 19.02-4S Social and Cultural Infrastructure

The objective of this clause is ‘to provide fairer distribution of and access to, social and cultural infrastructure’. The strategies of this clause are (inter alia) ‘encourage the location of social and cultural infrastructure in activity centres’ as well as ‘plan and design community places and buildings so they can adapt as the population changes and different patterns of work and social life emerge’.



Figure 16 Plan Melbourne 2017-2050 Inner Metro Region

3.2 Local Planning Policy Framework (LPPF)

The Local Planning Policy Framework (LPPF) clauses that are most relevant to the proposed amendment are detailed below.

Clause 21.02 Municipal Profile

This clause outlines the overarching trends within the City of Yarra, including a growing population, smaller households and household growth.

Clause 21.03 Vision

This clause states that a complex land use mix will provide for a range of activities to meet the needs of the community, and will have a distinctive identity as a low-rise urban form, with areas of higher development and highly valued landmarks (refer to Figure 17 - Residential Development Opportunities Map).

Clause 21.04-1 Accommodation and Housing

This clause provides a number of objectives that will assist in the provision of accommodation and housing growth within the City of Yarra.

- 'Objective 1: To accommodate forecast increases in population.
- Objective 2: To retain a diverse population and household structure.
- Objective 3: To reduce potential amenity conflicts between residential and other use'.

Clause 21.04-2 Activity Centres

This clause provides a number of objectives that will facilitate the presence of service, retail and entertainment uses to create active and vibrant activity centres with good access to services and facilities.

- 'Objective 4: To maintain a balance between local convenience and regional retail roles in Yarra's activity centres.
- Objective 5: To maintain the long term viability of activity centres'.

Clause 21.04-3 Industry, Office and Commercial

This clause provides a number of objectives that reinforce the commercial and industrial sectors that underpin a sustainable economy and provides employment. Yarra Council plans to retain and foster a diverse and viable economic base.

- 'Objective 8: To increase the number and diversity of local employment opportunities.
 - Strategy 8.1: Support rezonings, as identified on the relevant Neighbourhood plan, to permit increased commercial and office use in existing industrial areas'. The Site is specifically identified in the Neighbourhood Maps as 'support rezoning to mixed use zone (refer to Figure 19 - Neighbourhood Map).
 - Strategy 8.3: Encourage residential and business land use within the Mixed Use Zone to locate on the same site.
 - Strategy 8.5: Support opportunities for new uses on isolated industrial sites provided they all reflect the predominant surrounding uses'.

Clause 21.04-5 Parks, Gardens and Public Open Space

This clause provides a number of objectives that outline the importance of public open space in an inner city environment.

- 'Objective 12: To establish a linked open space network.
- Objective 13: To provide an open space network that meets existing and future community needs'.

Clause 21.05-1 Heritage

This clause provides objectives that seek to conserve areas of heritage significance and also support the adaptive reuse and change of buildings.

- 'Objective 14: To protect and enhance Yarra's heritage places.
 - Strategy 14.2: Support the restoration of heritage places'.

Clause 21.05-2 (Urban Design)

This clause provides a number of objectives that acknowledge that much of the municipalities built form is a low-rise typology punctuated by pockets of higher development.

- 'Objective 16: To reinforce the existing urban framework of Yarra.
- Objective 17: To retain Yarra's identity as a low-rise urban form with pockets of higher development.
 - Strategy 17.2: Development on strategic sites or within activity centres should generally be no more than 5-6 storeys unless it can be demonstrated that the proposal can achieve specific benefits such as:
 - Significant upper level setbacks.
 - Architectural design excellence.
 - Best practice environmental sustainability objectives in design and construction.
 - High quality restoration and adaptive re-use of heritage buildings.
 - Positive contribution to the enhancement of the public domain.
 - Provision of affordable housing.
- Objective 18: To retain, enhance and extend Yarra's fine grain street pattern.
 - Strategy 18.1: Encourage the re-establishment of streets and laneways through new development sites where such links were part of the historic street pattern, except where this will cause detrimental impacts.
- Objective 19: To create an inner city environment with landscaped beauty.
 - Strategy 19.2: Encourage opportunities for planting suitable trees and landscape areas in new development.
 - Strategy 19.3: Encourage the retention of mature vegetation.
- Objective 20: To ensure that new development contributes positively to Yarra's urban fabric.
 - Strategy 20.1: Ensure development is designed having regard to its urban context and specifically designed following a thorough analysis of the site, the neighbouring properties and its environs.
- Objective 21: To enhance the built form character of Yarra's activity centres.
 - Strategy 21.3: Support new development that contributes to the consolidation and viability of existing activity centres.

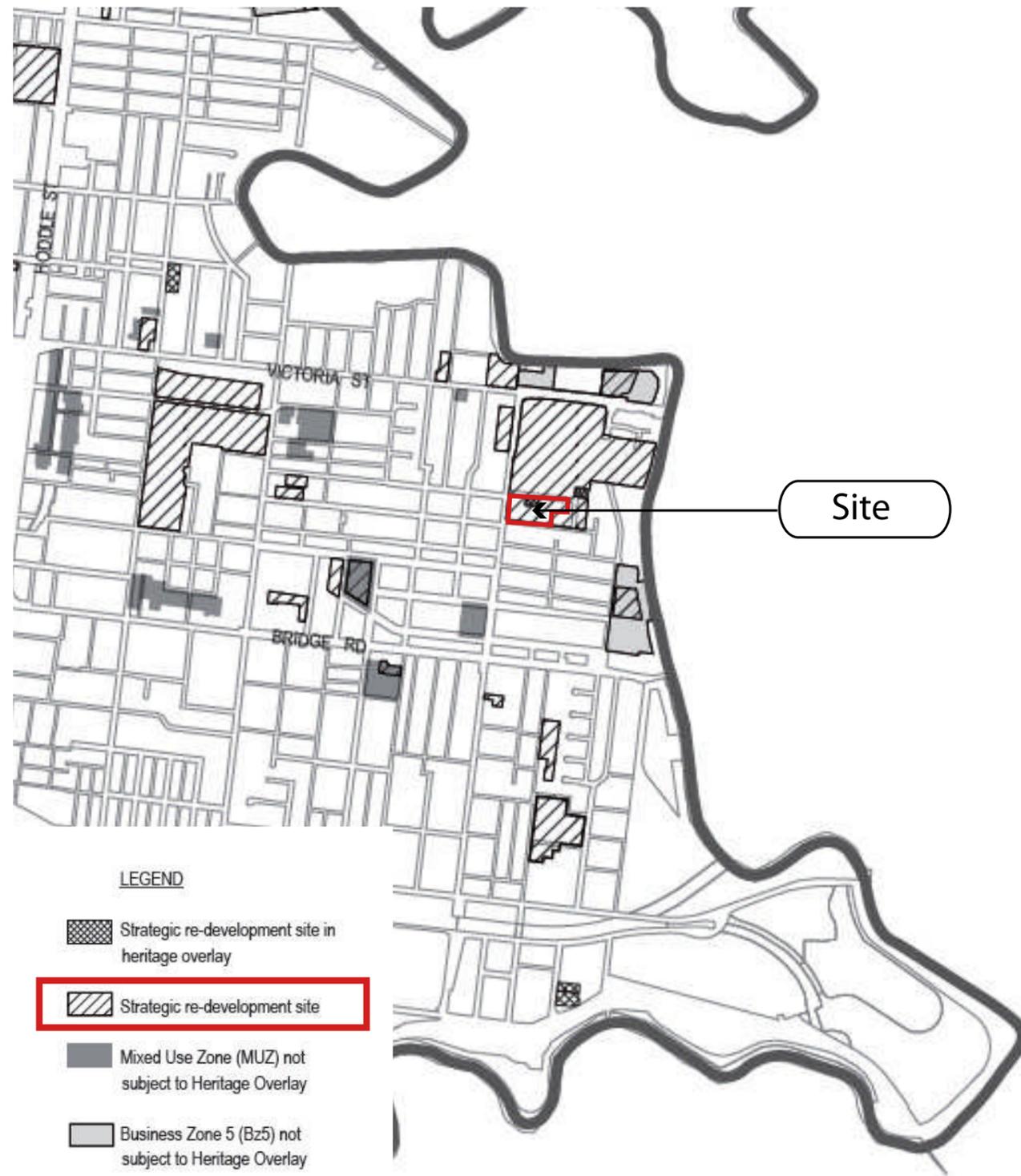


Figure 17 Residential Development Opportunities Map (Yarra PS)

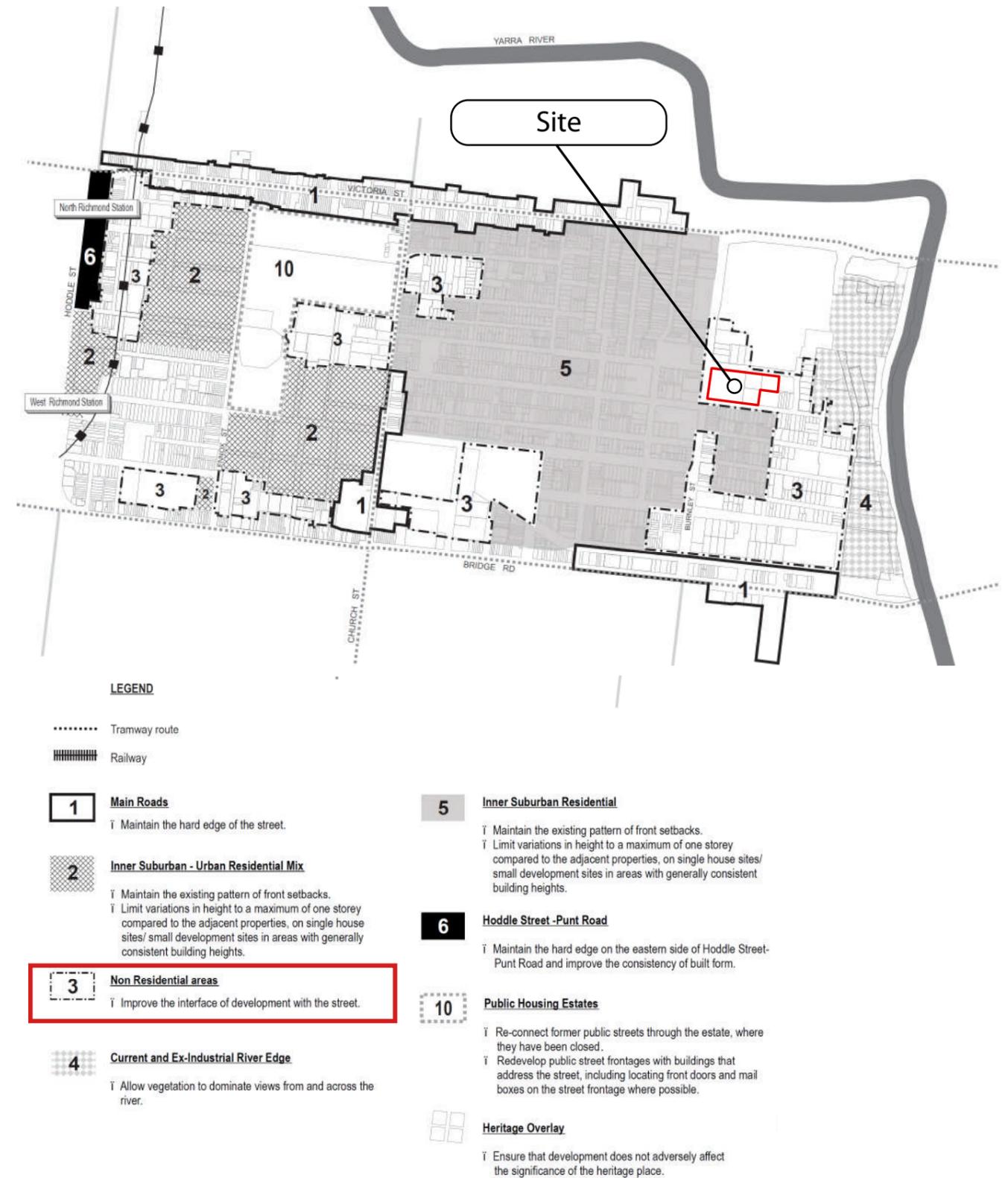


Figure 18 Built Form Character Map (Yarra PS)

Clause 21.05.3 - Built Form Character

'New development must respond to Yarra's built and cultural character, its distinct residential neighbourhoods and individualised shopping strips, which combine to create a strong local identity'.

Non Residential Areas

- 'Objective 27: To improve the interface of development with the street in non residential areas.
 - Strategy 27.1: Allow flexibility in built form in areas with coarse urban grain (larger lots, fewer streets and lanes).
 - Strategy 27.2: Require new development to integrate with the public street system.

Clause 21.05-4 Public Environment

This clause encourages new development must add positively to Yarra's overall character and help create a safe and engaging public environment where pedestrian activity and interaction are encouraged.

- 'Objective 28: To provide a public environment that encourages community interaction and activity.
 - Strategy 28.1: Encourage universal access to all new public spaces and buildings.
 - Strategy 28.2: Ensure that buildings have a human scale at street level.
 - Strategy 28.3: Require buildings and public spaces to provide a safe and attractive public environment.
 - Strategy 28.4: Require new development to consider the opportunity to create public spaces as part of new development.
 - Strategy 28.5: Require new development to make a clear distinction between public and private spaces.
 - Strategy 28.6: Require new development to consider the creation of public access through large development sites, particularly those development sites adjacent to waterways, parkland or activity centres'.

Clause 21.06-1 Walking and cycling

- 'Objective 30: To provide safe and convenient pedestrian and bicycle environments.
 - Strategy 30.1: Improve pedestrian and cycling links in association with new development where possible'.

Clause 21.06-3 Public Transport

- 'Objective 31: To facilitate public transport usage.
 - Strategy 31.1: Require new development that generates high numbers of trips to be easily accessible by public transport'.

Clause 21.06-3 The Road system and Parking

- 'Objective 32: To reduce the reliance on the private motor car.
 - Strategy 32.2: Require all new large developments to prepare and implement integrated transport plans to reduce the use of private cars and to encourage walking, cycling and public transport.
- Objective 33: To reduce the impact of traffic.
 - Strategy 33.1: Ensure access arrangements maintain the safety and efficiency of the arterial and local road networks'.

Clause 21.08 Neighbourhoods

This clause sets out the locally specific implementation of the objectives and strategies of clauses 21.04 to 21.07 for North Richmond (north of Bridge Road).

The Site is identified as being within the Victoria Street East Precinct. This precinct includes a combination of retail, bulky goods, entertainment, residential and office land uses. Significant parts of this precinct have recently undergone extensive redevelopment and a number of key sites in the area are still waiting for redevelopment. The clause identifies the site as an existing 'non residential area which needs to improve the interface of development with the street' as well as to 'support rezoning to mixed use zone' (refer to Figure 18 - Built Form Character Map and Figure 19 - Neighbourhood Character Map).

It is important to:

- 'Provide land use close to the Victorian Gardens Activity Centre that supports the role of the centre i.e. residential plus mixed uses.

- Supporting a change of use to residential plus mixed use in the industrial area abutting the southern boundary of Victoria Gardens.
- Creating a fine-grained network of pedestrian-friendly streets east of Burnley Street and north of Doonside Street'.

Clause 22.10 Built Form and Design Policy

This policy applies to all new development not included in a heritage overlay, and comprises of 10 design elements that address the following issues; 'urban form and character, setbacks and building heights, street and public space quality, environmental sustainability, site coverage, on-site amenity, off-site amenity, landscaping and fencing, parking, traffic and access and service infrastructure'.

The policy objectives seek to ensure that new development positively responds to the context of the development and respects the scale and form of surrounding development where this is a valued feature of the neighbourhood character.

Clause 22.11 Victoria East Precinct Policy

This policy applies to all land within the Victoria Street East Precinct, and promotes new opportunities for surplus industrial land to provide sustainable local employment and economic growth while maximising residential development opportunities.

The Site is specifically identified in the Victoria Street East Precinct Framework Plan as 'mixed uses' (refer to Figure 20 - Victoria Street East Precinct Framework Plan).

Clause 22.12 Public Open Space Contributions

This policy applies to all residential proposals within the City of Yarra and identifies the need for new residential development to contribute to the provision of public open space.

This applies to the subdivision of land, and involves making either a land or cash contribution to the Council for open space.

Clause 22.17 Environmentally Sustainable Development

This policy applies throughout the City of Yarra to residential and non-residential development that requires a planning permit. The overarching objective is that development should achieve best practice in environmentally sustainable development for the design stage through to the construction and must be accompanied by a Sustainability Management Plan (SMP) as part of any future planning application.

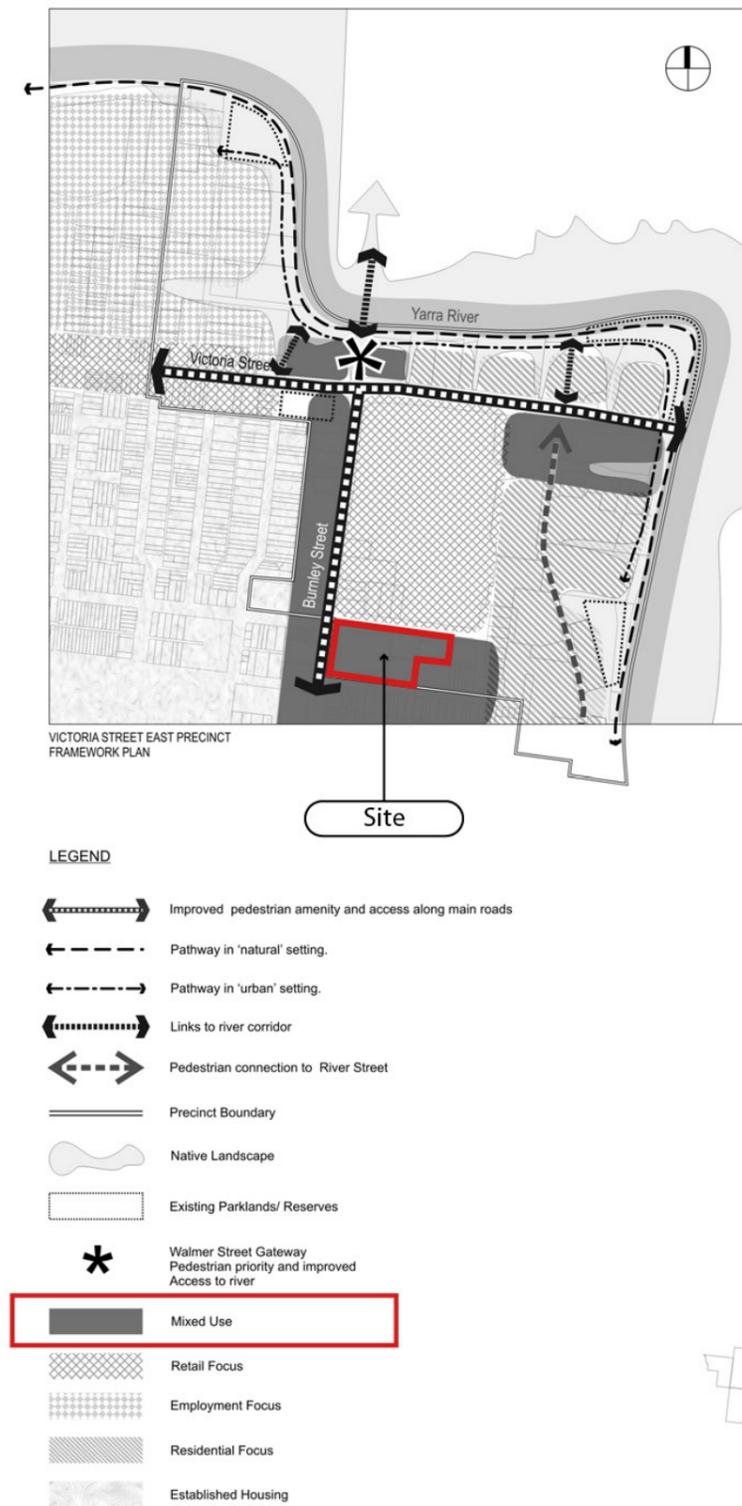
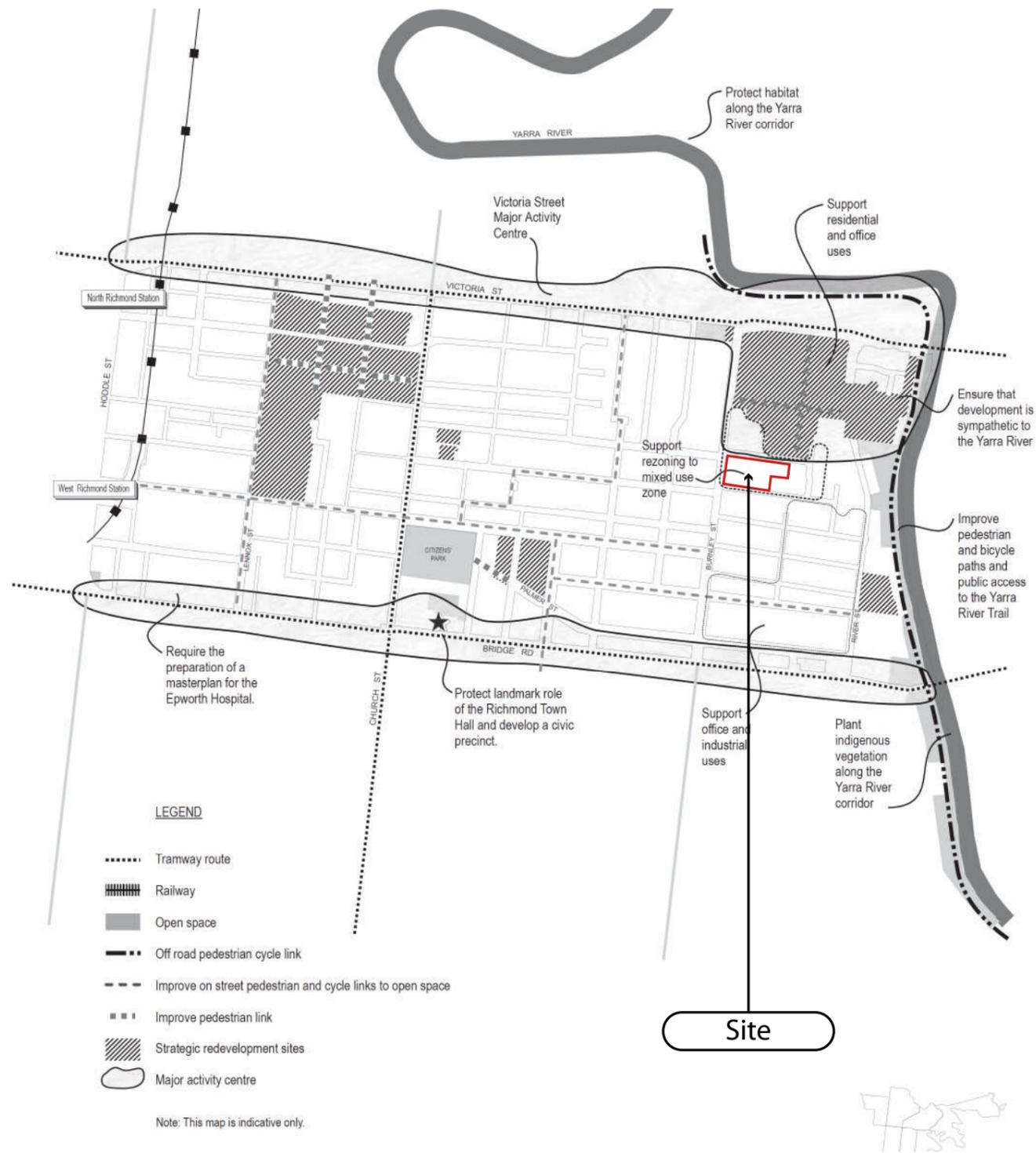


Figure 19 Neighbourhood Character Map (Yarra PS)

Figure 20 Victoria Street East Precinct Framework Plan (Yarra PS)

3.3 Zone

Clause 33.03 - Industrial 3 Zone (IN3Z).

The purpose of Clause 33.03 is;

- 'To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To provide for industries and associated uses in specific areas where special consideration of the nature and impacts of industrial uses is required or to avoid inter-industry conflict.
- To provide a buffer between the Industrial 1 Zone or Industrial 2 Zone and local communities, this allows for industries and associated uses compatible with the nearby community.
- To allow limited retail opportunities including convenience shops, small scale supermarkets and associated shops in appropriate locations.
- To ensure that uses do not affect the safety and amenity of adjacent, more sensitive land uses.'

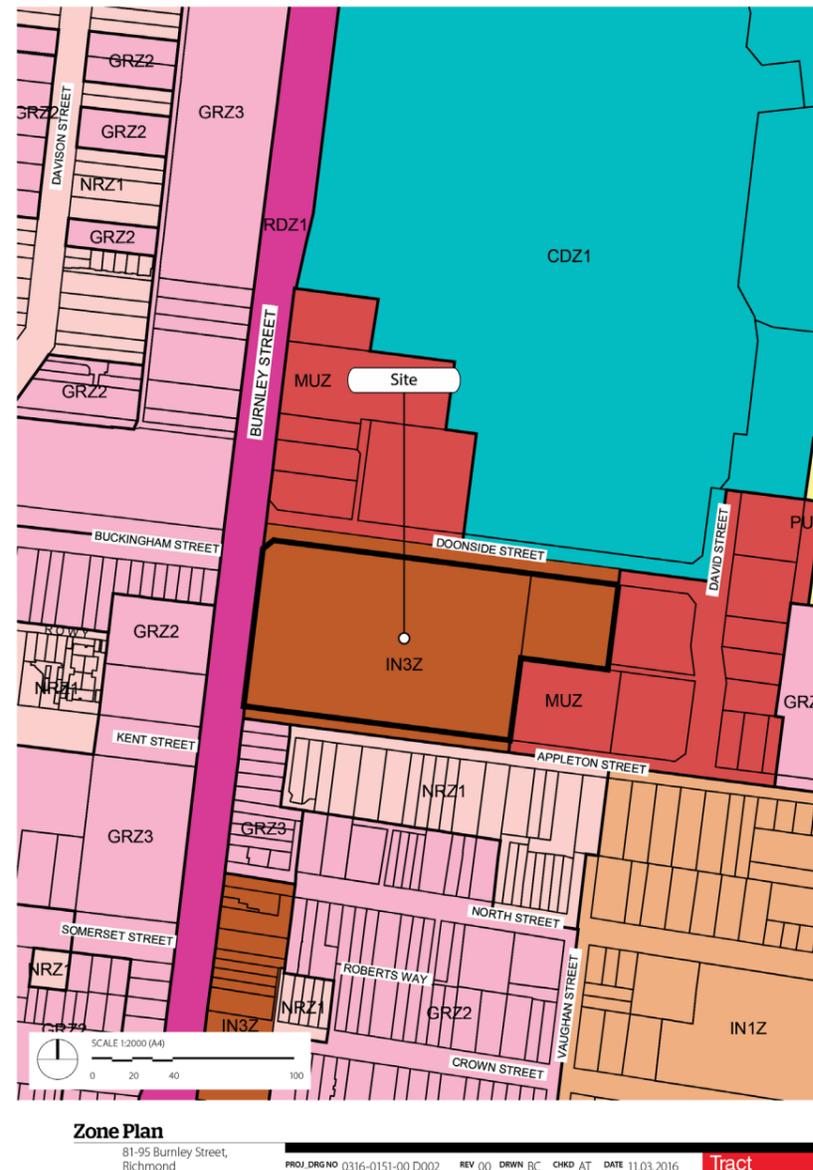


Figure 21 Zone Plan

3.4 Overlays

Clause 43.02 – Design and Development Overlay Schedule 2 (DDO2) – Main Roads and Boulevards.

The purpose of Clause 43.02 is:

- 'To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To identify areas which are affected by specific requirements relating to the design and built form of new development'.

The design objectives specific to Schedule 2 – Main Roads and Boulevards are:

- 'To recognise the importance of main roads to the image of the City.
- To retain existing streetscapes and places of cultural heritage significance and encourage retention of historic buildings and features which contribute to their identity.
- To reinforce and enhance the distinctive heritage qualities of main roads and boulevards.
- To recognise and reinforce the pattern of development and the character of the street, including traditional lot width, in building design.
- To encourage high quality contemporary architecture.
- To encourage urban design that provides for a high level of community safety and comfort.
- To limit visual clutter.
- To maintain and where needed, create a high level of amenity to adjacent residential uses through the design, height and form of proposed development.

The decision guidelines the responsible authority must consider as appropriate to Schedule 2 – Main Roads and Boulevards are:

- The contribution of the proposal to the streetscape.
- The design, height and visual bulk of the development in relation to surrounding land uses and developments.
- The design, height and form of the development in relation to the built form character of the street'.



Clause 43.01 – Heritage Overlay (HO375 & HO252)

The purpose of Clause 43.01 is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To conserve and enhance heritage places of natural or cultural significance.
- To conserve and enhance those elements which contribute to the significance of heritage places.
- To ensure that development does not adversely affect the significance of heritage place.
- To conserve specifically identified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.

The site includes two buildings that have been identified by the heritage overlay:

- HO252 - 26 Doonside Street, Richmond (Former Repco Offices)
- HO375 - 81-95 Burnley Street, Richmond (Russell Manufacturing Company Pty Ltd later Repco).

Further discussion regarding heritage is found in chapter 6.

Figure 22 Design and Development Overlay Plan



Figure 23 Heritage Overlay Plan

3.5 Particular Provisions

Clause 52.06 – Car Parking

The purpose of this clause is to promote the efficient use of car parking spaces through the consolidation of car parking facilities and to ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.

Clause 52.29 – Land Adjacent to a Road Zone, Category 1, or a Public Acquisition Overlay for a Category 1 Road

The purpose of this clause is to ensure appropriate access to identified roads and to ensure appropriate subdivision of land adjacent to identified roads.

Clause 52.34 – Bicycle Facilities

The purpose of this clause is to encourage cycling as a mode of transport and to provide secure, accessible and convenient bicycle parking spaces and associated shower and change facilities.

Clause 53.01 – Public Open Space Contribution and Subdivision

A person who proposes to subdivide land must make a contribution to Council for public open space in an amount specified in the schedule to this clause (being a percentage of the land intended to be used for residential, industrial or commercial purposes, or a percentage of the site value of such land, or a combination of both).

The schedule to this provision states the amount of contribution for public open space is 4.5% of land or buildings intended to be used for residential purposes.

3.6 Amendment C99 to the Yarra Planning Scheme

An amendment request was made in 2007 on behalf of the owners of No. 36-44 Doonside Street and No. 27-49 Appleton Street, immediately to the east of the Site. It included all the land within the area described as the 'Doonside Precinct', bounded by Burnley Street, Doonside Street, David Street and Appleton Street, and included the subject site.

At a meeting on 20th August 2008, Council resolved to prepare and exhibit Amendment C99 to the Yarra Planning Scheme to rezone the land to a Mixed Use Zone but excluded No. 81-95 Burnley Street and No. 26-34 Doonside Street, ('the Site'), who had expressed concerns over impacts on its business operations.

Council advised the Panel that it excluded these properties as it was of the opinion that this area of land could be included in a future rezoning proposal.

The amendment request also sought to apply a new Design and Development Overlay (DDO9) to replace an existing DDO and to apply an Environmental Audit Overlay (EAO) to the subject land.

The Panel Report found strong support for the rezoning as the amendment would provide opportunities for new economic growth and housing infill opportunities abutting a Major Activity Centre. The Panel concluded that policy supported a mix of compatible uses for this transitional area while ensuring that existing businesses continue to operate.

Harry the Hirer, in its submission, noted that it '...supported the currently proposed amendment as referred to the Panel ... as noted the new zone provisions should avoid building in inevitable conflict at the interface with existing zones by including measures which have precedent in existing planning schemes'.

The Panel also noted that the Minister for Planning had advised that 'there is adequate strategic justification to rezone the Doonside Precinct to a Mixed Use Zone'.

The land was ultimately rezoned, leaving the subject site the only remaining industrially zoned land in the Doonside Precinct.

3.7 Other Planning Considerations

3.7.1 Victoria Street Structure Plan

The Victoria Street Structure Plan was adopted by Yarra Council on 20 April 2010 to guide planning for change in and around the centre for 10 to 15 years.

Council prepared the structure plan for the shopping areas and other commercial areas along Victoria Street from Hoddle Street to the Yarra River, including the subject site.

The Site is located within Precinct 11: Victoria Gardens which has been identified as the location for a 'larger scale office and residential development' as well as 'Doonside Precinct – potential housing mixed with retail and businesses'.

The structure plan identifies the Site in a number of plans including 'Areas of Change Plan', 'Future Activity Plan' and 'Future Building Plan' which recognise it as a location for substantial future change in areas including 'former industrial sites that are ready or in the process of changing to other more intensive uses' (refer to Figures 24 and 25).

The objectives emphasise the need for increased amount and diversity of housing, throughout the residential and mixed use areas but with a focus on key precincts where significant change can be managed with lower amenity impacts.

VICTORIA STREET STRUCTURE PLAN

4.5 Areas of Change and Stability

The vision for Victoria Street will be realised with some areas seeing substantial change, other areas gradual change while retaining much of the existing character and other areas seeing minimal change over time. The Areas of Change Plan illustrates this vision.

Substantial Change

These areas include large formerly industrial sites which are ready or in the process of changes to other more intensive uses. This includes most of the Victoria Street East area. It also includes other medium sized sites. The North Richmond estate is also undergoing a process of renewal and infilling to accommodate other more intensive development and new uses. The highly accessible area around the North Richmond Station and the intersection of Victoria Street and Hoddle Street is also ripe for redevelopment to maximise the amenity and accessibility of the Precinct.



Areas of Change



Incremental Change

The small and medium sized sites of the incremental change areas will see gradual change and intensification by infilling with new development while retaining those areas with heritage valued character areas. The areas of incremental change include much of the existing areas fronting Victoria Street as well as employment areas to the south of the Activity Centre.



Minimal Change

The predominantly residential areas with small lots and established heritage and valued character will see minimal change. Heritage areas will remain while other areas will see minor change over time through the redevelopment of individual residential sites.



VICTORIA STREET STRUCTURE PLAN



PLAN - LEGEND

- 1 Station / Hoddle Precinct – encourage mixed use and connections to the station.
- 2 West Precinct – potential retail expansion, groceries, restaurants, cafes.
- 3 Central Precinct – encourage active frontages and a mix of business and peripheral shopping.
- 4 North Richmond Estate Precinct (north of Elizabeth Street) – explore redevelopment options including ground floor retail expansion of the West Precinct, community facilities and a mix of housing and office based activities.
- 5 North Richmond Estate Precinct – explore redevelopment options for the housing estate and possible locations for community facilities.
- 6 Baker Street / Church Street Precinct – mixed use.
- 7 Church Street Precinct – business and industry.
- 8 CUB Precinct – maintain the industrial / employment focus. If CUB relocate investigate intensive activities which take advantage of riverside location and proximity to Victoria Street, industry, office activities and additional green space along the Yarra River.
- 9 Victoria Street North/Yarra River – warehouse conversions and redevelopment of coarse grain sites to a mix of office and residential.
- 10 Burnley Street West Precinct – potential for higher intensity housing to consolidate the Burnley Street edge of the Residential 1 Zone.
- 11 Victoria Gardens Precinct – mix of large scale retail, office and residential.
- 11a Doonside Precinct – potential housing mixed with retail and business.

Future Activity

Figure 24 Areas of Change (Victoria Street Structure Plan)

Figure 25 Future Activity (Victoria Street Structure Plan)

3.7.2 Victoria Street East Precinct, Urban Design Framework

The Victoria Street East Precinct Urban Design Framework was prepared for the City of Yarra in November 2005. It is a reference document (listed at clause 21.11) in the Yarra Planning Scheme and aims to guide the future development within the Victoria Street East Precinct, which includes the subject site.

The Urban Design Framework provides an indication of the desired heights and associated built form outcomes (refer to Figures 26, 27 and 28).

In relation to the subject site, it states:

- 'Change Industrial 3 Zone to Mixed Use Zone to enable a mix of commercial and high density residential uses. This would help to create an appropriate transition between Victoria Gardens and nearby residential areas, and would reflect existing commercial uses along Burnley Street.
- Business and Industrial Zones in the precinct are typified by buildings with no front or side setbacks. New development should maintain this building pattern with no setbacks from streets or adjoining buildings'
- Industrial and Commercial Interface: Maximum height RL 26 along street frontages. Increases in height to RL 30.5 maximum may be acceptable with upper level setbacks to ensure no detrimental impact on views of significant landmarks and no more overshadowing of the adjoining streets, public spaces or private properties beyond that caused by building to RL 26.
- Doonside Street should be the major vehicle entry.
- A north/south pedestrian link through the site.'

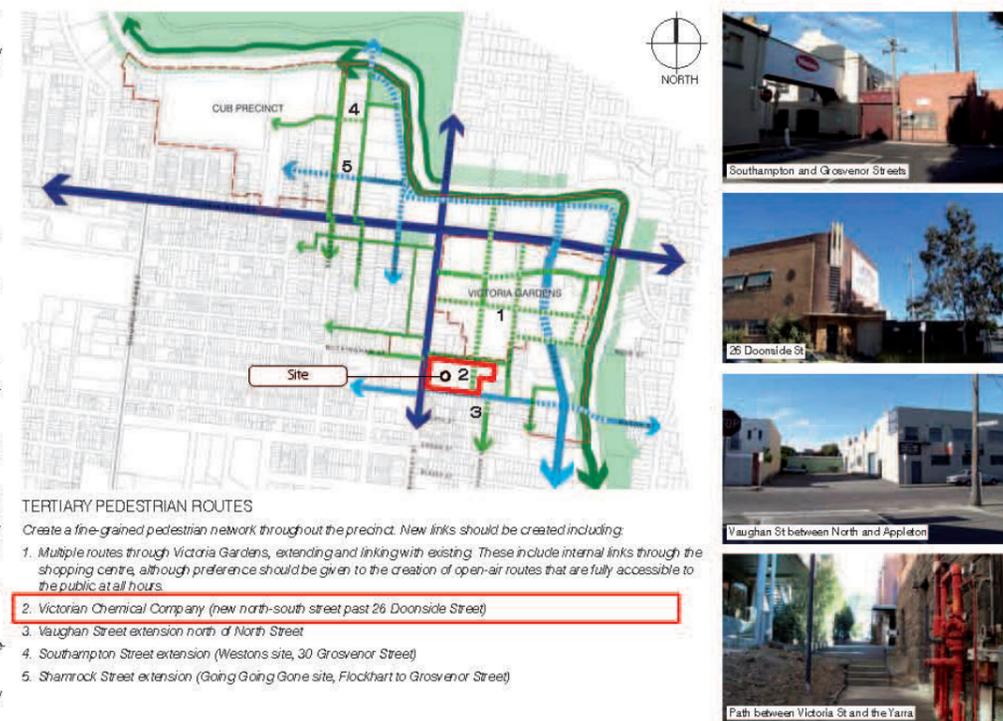
In addition to a framework of major routes, a fine-grained network of pedestrian-friendly streets is essential to ensure convenient universal access throughout the precinct.

Many of these routes follow existing streets. However, high-density redevelopment of large industrial properties requires the creation of new streets. Even in areas with ongoing industrial uses, pedestrian spaces should be improved as a high quality environment is increasingly important to high-technology businesses.

Where possible, new links should align with existing routes and follow direct lines to make them easy to navigate. This is especially important to enable views through to the river and to riverside open spaces and vegetation.

Several opportunities for new mid-block links are (coincidentally) adjacent to heritage buildings, as at 25 Doonside Street and the Westons buildings in Grosvenor Street. The new links and heritage buildings will jointly contribute to the amenity and character of the circulation system.

All streets in the area should provide a high standard of pedestrian amenity and safety, supported by treatments of the public realm as well as by adjoining development.



VICTORIA ST EAST PRECINCT, RICHMOND 7: PEDESTRIAN CIRCULATION – LOCAL NETWORK

Urban Design Framework
 Prepared for the City of Yarra
 16 November 2005

in association with
mgs
 JONES + WHITEHEAD Pty Ltd

Figure 26 Pedestrian Circulation - Local Network (Victoria Street East Precinct UDF)

ical buildings in industrial d business zones have front or side setbacks. e limited areas within the precinct with residential ning also include industrial idings and row houses. is gives the area a strong an character. It also ates the potential for high sities even with relatively v rise development.

velopment throughout Victoria St East Precinct ould adopt this pattern no front or side setbacks less contributing to public ace along the river.

is building pattern makes quality of buildings crucial the quality of the public lfm. All development should ntribute to the public realm h:

Active frontages at ground level and windows at levels above ground floor over-looking the streets.

Good 'street architecture' with articulated facades, fenestration, parapet treatments, other detailing and materials that give a sense of human scale and interest to the streetscape.

Use of rear lanes, where they exist, to provide service and vehicular access to the site, and avoidance of ground level car parks or parking in structures exposed street frontages.



BUILT FORM: GROUND LEVEL FRONT & SIDE SETBACKS

1. Priority for provision of any landscaped setbacks and additional open space in the precinct should be directed towards the river corridor. Any setbacks or open spaces should be designed to integrate with the river corridor landscape including allowance for screen planting using a range of overstorey and understorey indigenous species.
2. Business and Industrial zones in the precinct are typified by buildings with no front or side setbacks. New development should maintain this building pattern with no setbacks from streets or adjoining buildings.
3. Some industrial and commercial buildings without setbacks also exist within the residential zones in the precinct, especially along the west side of Burnley Street. The zero setback pattern should be extended into this area also.
4. The pocket of housing near River Street south of Victoria Gardens is dominated by row-houses with no significant setbacks.



CTORIA ST EAST PRECINCT, RICHMOND 15: GROUND LEVEL BUILDING SETBACKS

Urban Design Framework
Prepared for the City of Yarra
November 2005

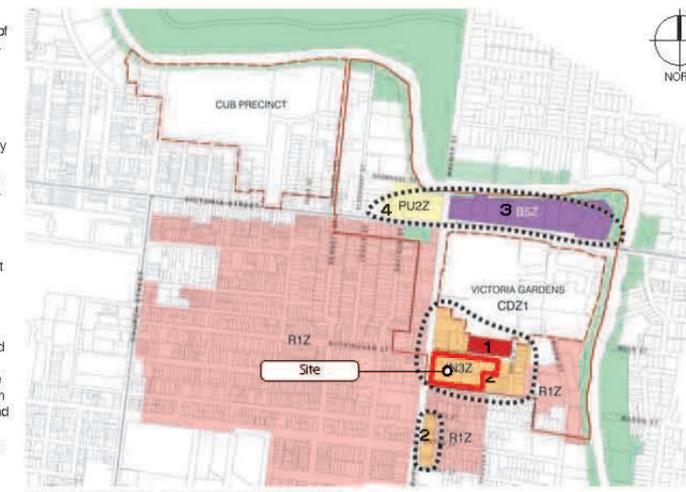


Figure 27 Ground Level Building Setbacks (Victoria Street East Precinct UDF)

The area south of Victoria Gardens includes a mixture of incompatible uses. The presence of chemical industries has resulted in imposition of a 'Sensitive Use Buffer' in the Victoria Gardens master plan that prohibits housing, child care, preschool, primary school, public open space, etc. None-the-less, there are existing houses within a similar distance to the south.

Many local industrial properties and houses are in poor condition and redevelopment of both is occurring. Relocation of dangerous industries should be encouraged and the Industrial 3 Zone and Sensitive Use Buffer replaced with a Mixed Use Zone to encourage more appropriate redevelopment as a transition between Victoria Gardens and residential areas.

Provision of housing north of Victoria Street may be desirable in that redevelopment could be achieved with relatively narrow floor plates, thus enabling deeper setbacks from the river and minimising impacts of taller buildings on riverside open spaces (this is a permitted use under the existing Business 5 Zone).



MIXED USE DEVELOPMENT OPPORTUNITIES

1. Existing 'Sensitive Use Buffer' within Victoria Gardens due to nearby chemical industries. Eventual change to a Mixed Use Zone is recommended if made possible by changes in nearby industries.
2. Change Industrial 3 Zone to Mixed Use 2 zone to enable a mix of commercial and higher density residential uses. This would help to create an appropriate transition between Victoria Gardens and nearby residential areas, and would reflect existing commercial uses along Burnley Street.
3. Encourage residential development above commercial uses at street and river levels north of Victoria Street.
4. Consider rezoning the Fire Brigade site (which has recently been sold to a private developer) from a Public Use Zone to Business 5 Zone to match the area to the east.

With relocation of the Fire Brigade to Burnley, the zoning of their Walmer Street site should be changed to encourage redevelopment integrated with the surrounding area.

VICTORIA ST EAST PRECINCT, RICHMOND 13: MIXED USE DEVELOPMENT OPPORTUNITIES

Urban Design Framework
Prepared for the City of Yarra
16 November 2005



Figure 28 Mixed Use Development Opportunities (Victoria Street East Precinct UDF)

3.8 Ministerial Direction No. 1 - Potentially Contaminated Land

The purpose of this direction is to ensure that potentially contaminated land is suitable for a use which is proposed to be allowed under an amendment to a planning scheme and which could be significantly adversely affected by any contamination.

There are two potential methods in satisfying this direction. This planning scheme amendment seeks to apply an Environmental Audit Overlay (EAO) over the site, which ensures that either a certificate of environmental audit needs to be issued for the land or an environmental auditor to make a statement that the environmental conditions of that land are suitable for the sensitive use, during the planning permit stage.

A preliminary Environmental Site Assessment was conducted in May 2016 by JBS&G to assess the potential use of the site for high density residential setting. The report concludes that ecological and human health exceedances can be reasonably managed in a subsequent high density residential development with potential commercial and associated mixed uses by removing or suitably capping the materials.

3.9 Ministerial Direction No. 11 - Strategic Assessment of Amendments

Ministerial Direction No. 11 is discussed within the associated Explanatory Report.

3.10 Policy Summary

The Yarra Planning Scheme and associated documents provide strong policy support for the proposed planning scheme amendment and development, in that it identifies the Site:

- As suitable for rezoning to a Mixed Use Zone (MUZ).
- As future mixed use land.
- As a strategic redevelopment site.
- As being in an area of substantial change.
- As having potential housing mixed with retail and business.
- As needing a new north-south street through the Site.

04 THE PROPOSAL

4.1 Overview

The vision and design philosophy behind this planning scheme amendment has been informed by State and local planning policy, site opportunities and constraints and the future business requirements of Harry the Hirer.

It aims to demonstrate an understanding of place and contribute to an economic, environmental and socially sustainable outcome for the Site, building on the existing work in the Victoria Street Structure Plan.

The proposal is also underpinned by principles of liveability, and creating a site that offers a variety in housing typologies, new public open space, and opportunities for integrated commercial and retail premises to complement existing land uses and businesses.

4.2 Vision

Doonside Street is an area that is currently undergoing significant urban renewal.

This will see a marked change in the nature of the streetscape and the precinct - with many new residents calling the precinct home, and a marked visual change in the architecture of the area.

Over time, significant apartment, townhouse and mixed-use development to the north, and east of the Site will help to shape the new urban streetscape. In addition, the planned extension of Victoria Gardens to Doonside street will fill in the vacant lot, and help to complete the northern side of Doonside Street.

The vision for the western end of the Site is to create a distinct development character that celebrates and embeds the heritage building as the hero of the Doonside precinct. The former Russell Manufacturing Company facade will be restored to be the flagship 'front door' for the development.

In the east of the Site, the former Repco Offices and Laboratories building will be fully restored and is anticipated that it could be adaptively reused as a commercial premises. Crafted around this is a new urban park, space that will help to celebrate the heritage building, and retain the existing mature tree to the street with its north facing setting. This urban park will be the breakout space for residents of the apartments and townhouses, as well as the green 'living room' for the wider Doonside Street precinct. It will feature hard and soft landscaping forms and spaces that are durable, contemporary and complement the urban nature of the surrounding development.

The park and a new north-south pedestrian laneway will link spaces with trees, seating, grassed and paved areas, and feature meeting spaces. This will create a clear sense of address and presence on the street for the proposed development, clearly visible from Burnley street and distinguished from the surrounding apartment projects.

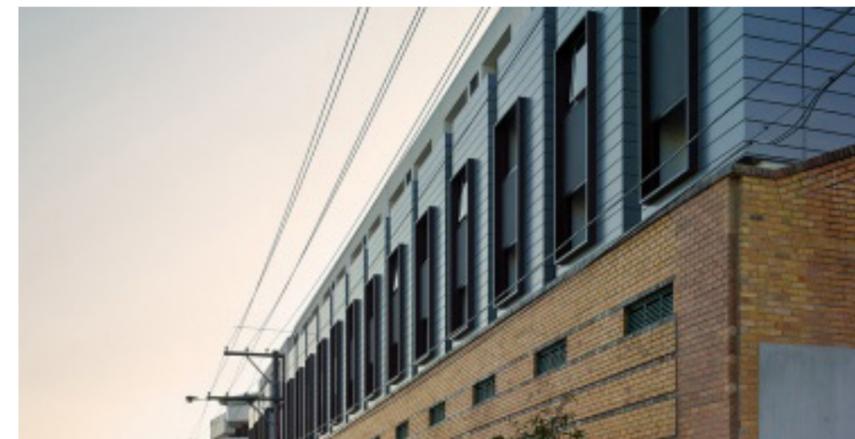


Figure 29 Built Form Examples

4.3 Key Features and Built Form

The Indicative Framework Plan (refer to Figure 31 - Indicative Framework Plan) illustrates the potential and use and development elements of the proposed rezoning.

Access and yields will be solidified at the planning permit stage, but as an approximation will consist of the following key elements:

- Residential: 41,476sqm (approximately 557 dwellings).
- Commercial: 15,410sqm (NFA - measured at 85% of GFA)
- Retail: 519sqm (NFA - measured at 85% of GFA).

Area 1:

- Ground floor retail/office with residential/office above along the Burnley Street frontage, retaining the existing heritage facade to the extent of the Heritage Overlay.
- 2-3 storey (8-11m) podium (retained heritage facade) to Burnley, Doonside and Appleton Streets, except for the corner of Appleton and Burnley Street, which will retain the single storey facade (6m).
- Two residential/office buildings at a preferred maximum height of 12 and 7 storeys (42m and 24.5m respectively).
- Primary vehicle entrance to Doonside Street with basement car parking.

Area 2:

- 2-3 storey podium (8-11m) with retail/office uses at ground level along Doonside Street, wrapping around the western edge of the pedestrian laneway.
- Provision of publicly accessible open space and retention of existing tree at the north-west of the pedestrian laneway (in front of the building splay).
- 2-3 storey podium (8-11m) along Appleton Street with building setback 13m behind site boundary.
- Predominantly residential use along Appleton Street.
- Two residential/office buildings at a preferred maximum height of 12 storeys (42m) along Doonside Street and one residential/office building at a preferred maximum of 7 storeys in height (24.5m) along Appleton Street.
- Pedestrian laneway (9m in width) running north-south through site.
- Active frontage along entire western length of pedestrian laneway and along the northern interface fronting Doonside Street.
- Minimum 9 metre separation between buildings above podium.
- Primary vehicle entrance to Doonside Street with basement car parking.

Area 3:

- 2-3 storey podium (8-11m) with home office along the eastern edge of the pedestrian laneway, retail/office to the south and east of the public open space, and residential along the frontage to Doonside Street.
- Retention of former Repco Offices and Laboratories building (Doonside Street heritage building) and reuse as a retail/office premises with excellent connectivity to the new public open space.
- North facing, single land parcel public open space along Doonside Street frontage.
- Active frontage along entire eastern length of pedestrian laneway and along the southern and eastern interfaces to the public open space.
- Lower scale home office interface to Appleton Street.
- One residential building at a preferred maximum height of 11 storeys (38.5m) to Doonside Street (to the south east of the retained Doonside Street heritage building).
- Primary vehicle entrance to Doonside Street with basement car parking.

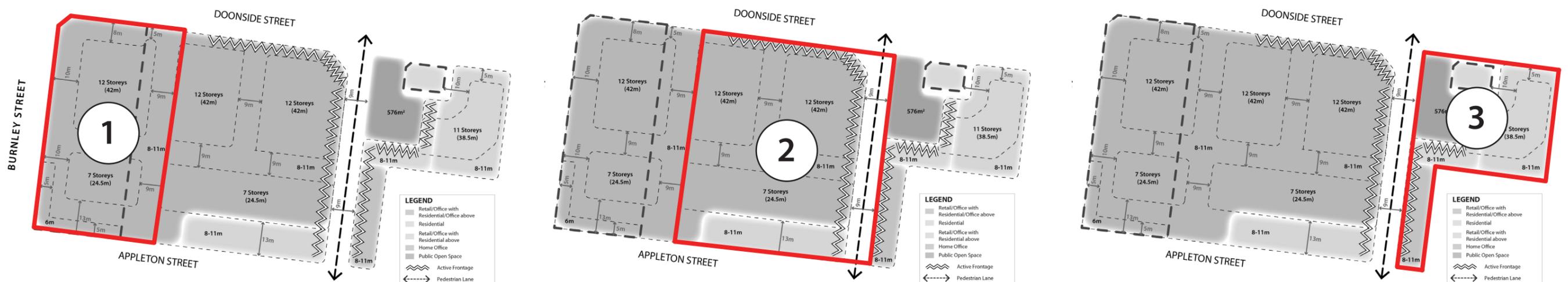


Figure 30 Key Features Plans (Areas 1, 2 and 3)

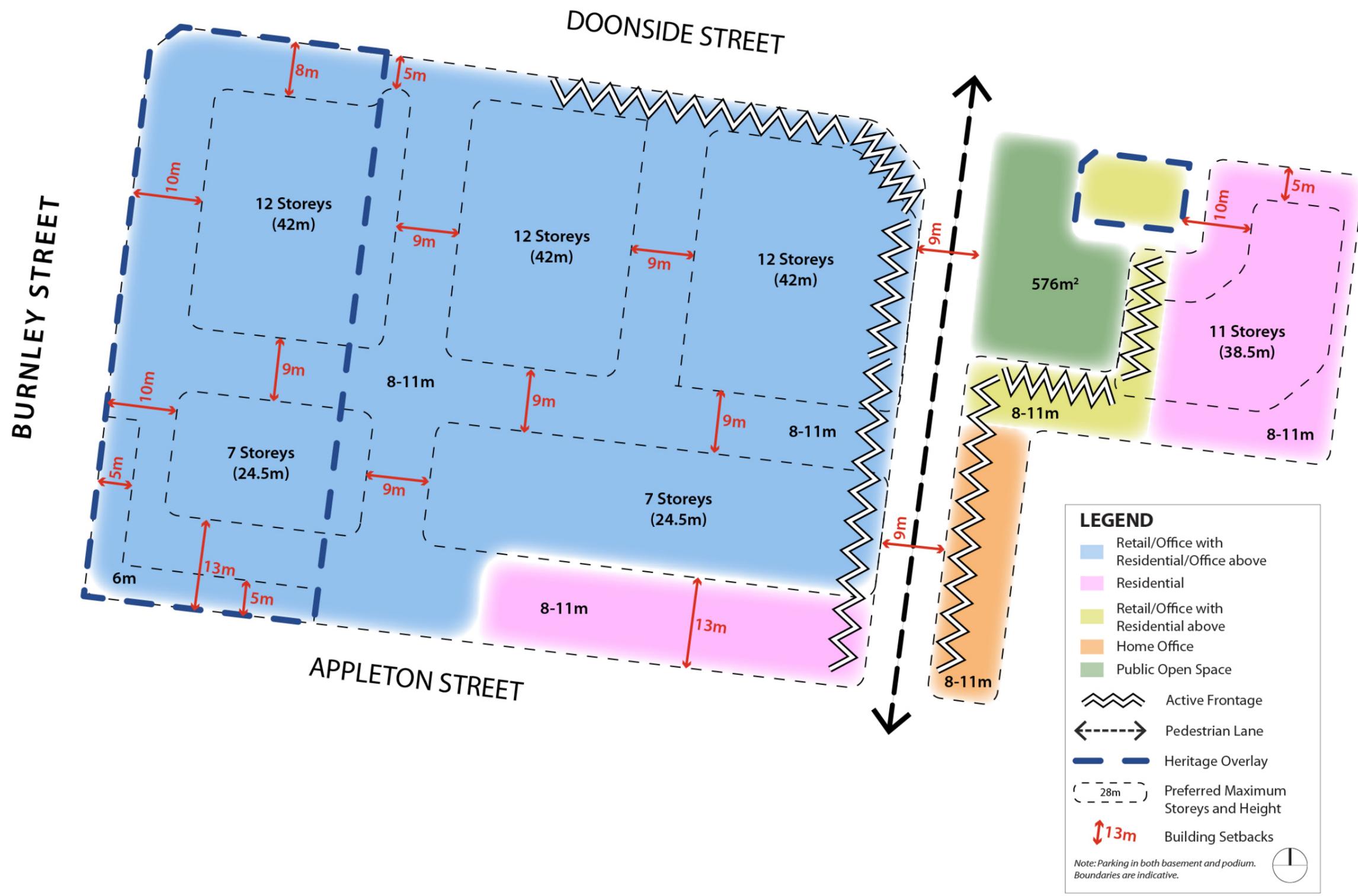


Figure 31 Indicative Framework Plan

4.3.1 Public Open Space

The precinct does not currently enjoy good access to public open space.

The proposal allows for a generous amount of public open space (576smq) in Area 3 that directly abuts the retained and restored heritage building at 26 Doonside Street. The proposed public open space is north facing, is a single parcel of land and purposefully incorporates the existing, mature sugar gum tree (which is located on the western side of the pedestrian laneway in an area of public space which is not part of the formal public open space provision).

Further, the north-south pedestrian lane is strategically located within the centre of the Site and is positioned along the western interface of the proposed public open space.

It facilitates the pedestrian routes identified in the Victoria Street Urban Design Framework which links with existing and proposed routes through to the Victoria Gardens Shopping Centre.

The pedestrian lane would exhibit a well landscaped setting, with provision for vegetation that responds to both the private realm of individual residential entrances, as well aiding the overall beautification of the public realm.

The land uses abutting the proposed public open space have also been considered to maximise positive interface elements such as passive surveillance and increasing active surveillance (refer to figure 32 - Public Open Space Indicative Detail).

As per the Yarra Open Space Strategy (2006) the criteria for provisions of new open space (small Local Park) is as follows:

- A minimum of 300sqm in size.
- Not located above car parks or other infrastructure.
- Minimum width in any direction of 10 metres.
- Entry from local access street (not a laneway).
- Good visual access to the reserve, preferably with two sides accessible.
- Where possible, link to the existing open space network via key pedestrian and/or cycling lane.
- Receives reasonable sunlight access.
- Adjoining buildings do not disproportionately overwhelm the open space.
- Located where some borrowed green can potentially add value to the small reserve.
- Demonstrate there is no soil contamination that will limit safe use as open space.

As per these guidelines, the proposed public open space is well suited to the context of the site, and the provisions of the City of Yarra.



Figure 32 Public Open Space Indicative Detail

4.4 Heritage

There are two existing heritage buildings on the Site. The development proposes the following:

Former Russell Manufacturing Company building (Cr Burnley St & Doonside St):

- Restore the external art deco facade to its original state by stripping the blue paint.
- Reinstall original heritage signage along both Burnley Street and Doonside Street frontages.
- Utilise the existing entrance at the corner of Burnley Street and Doonside Streets to reinforce its prominence.

Former Repco Offices and Laboratories building (Doonside Street):

- Retention and restoration of the entire heritage building, including T.P Smith signage facing the proposed public open space.
- Adaptive reuse of the building as a commercial use.

Heritage considerations are discussed in greater detail within chapter 6.

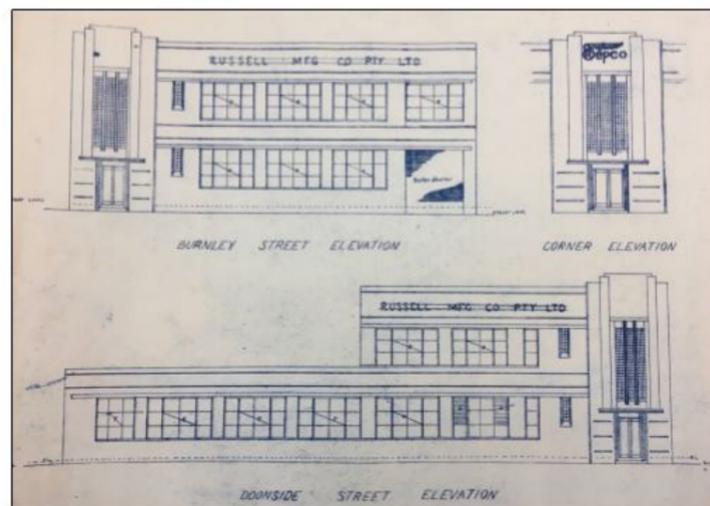


Figure 33 Original Repco building facade



Figure 34 Heritage Plan

4.5 Access

4.5.1 Pedestrian Access

The proposal provides for a north-south pedestrian laneway that acts as a break through the centre of the Site (refer to Figure 34 - Pedestrian Access).

The pedestrian lane realises the vision of the Victoria Street East Precinct Urban Design Framework to create a fine grained pedestrian network throughout the precinct, and also aligns with the potential future pedestrian entrance of the Victoria Gardens Shopping Centre to the north.

The pedestrian laneway increases the walkable catchment to allow existing residents along Appleton Street more permeability through the Site towards Victoria Gardens Shopping Centre.

The existing footpaths surrounding the Site are proposed to be upgraded and improved, including the introduction of street trees along the southern edge of Doonside Street and Appleton Street.

Pedestrian entries to buildings are located from Burnley Street, Doonside Street, Appleton Street and the north-south pedestrian laneway.

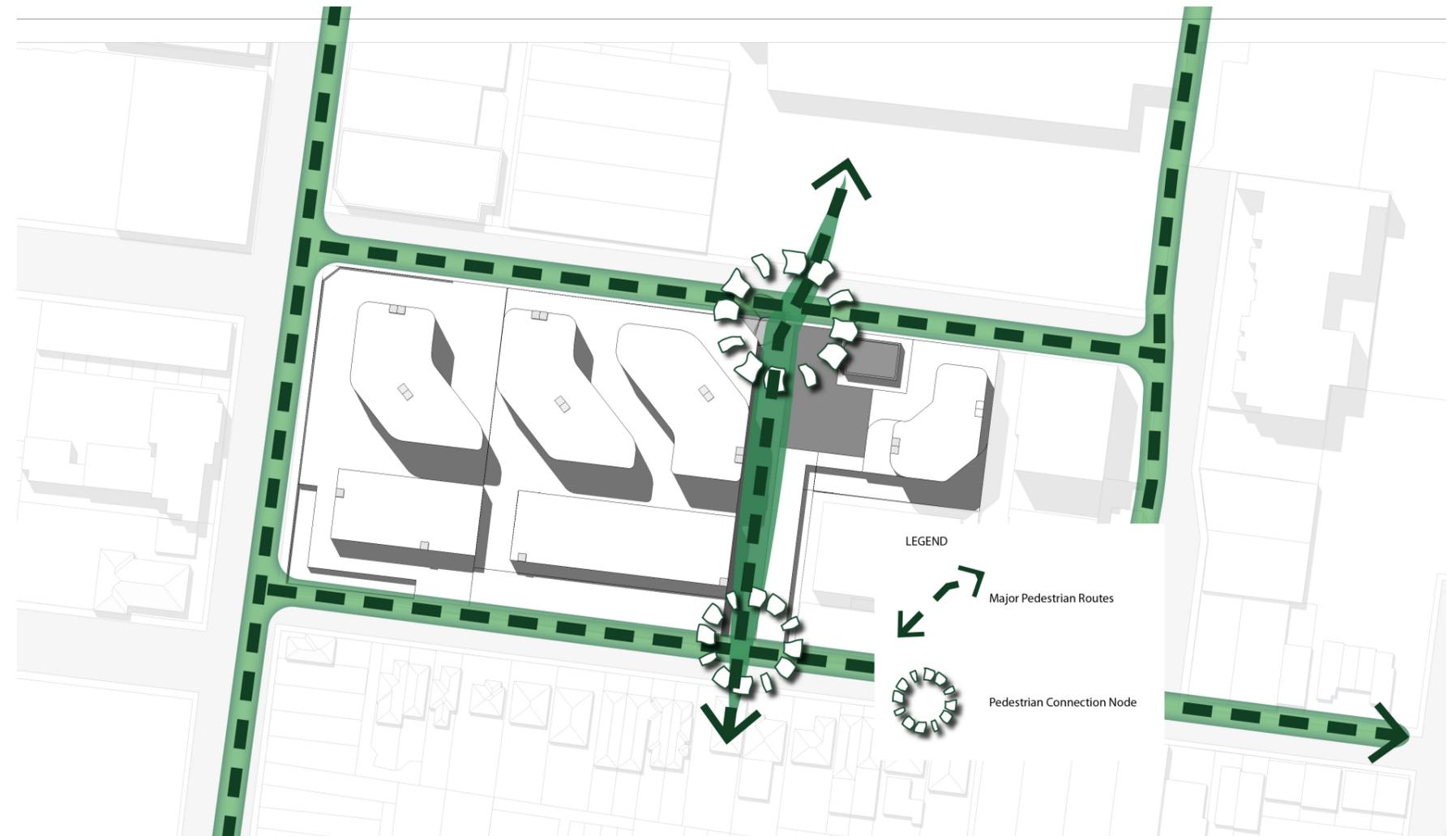
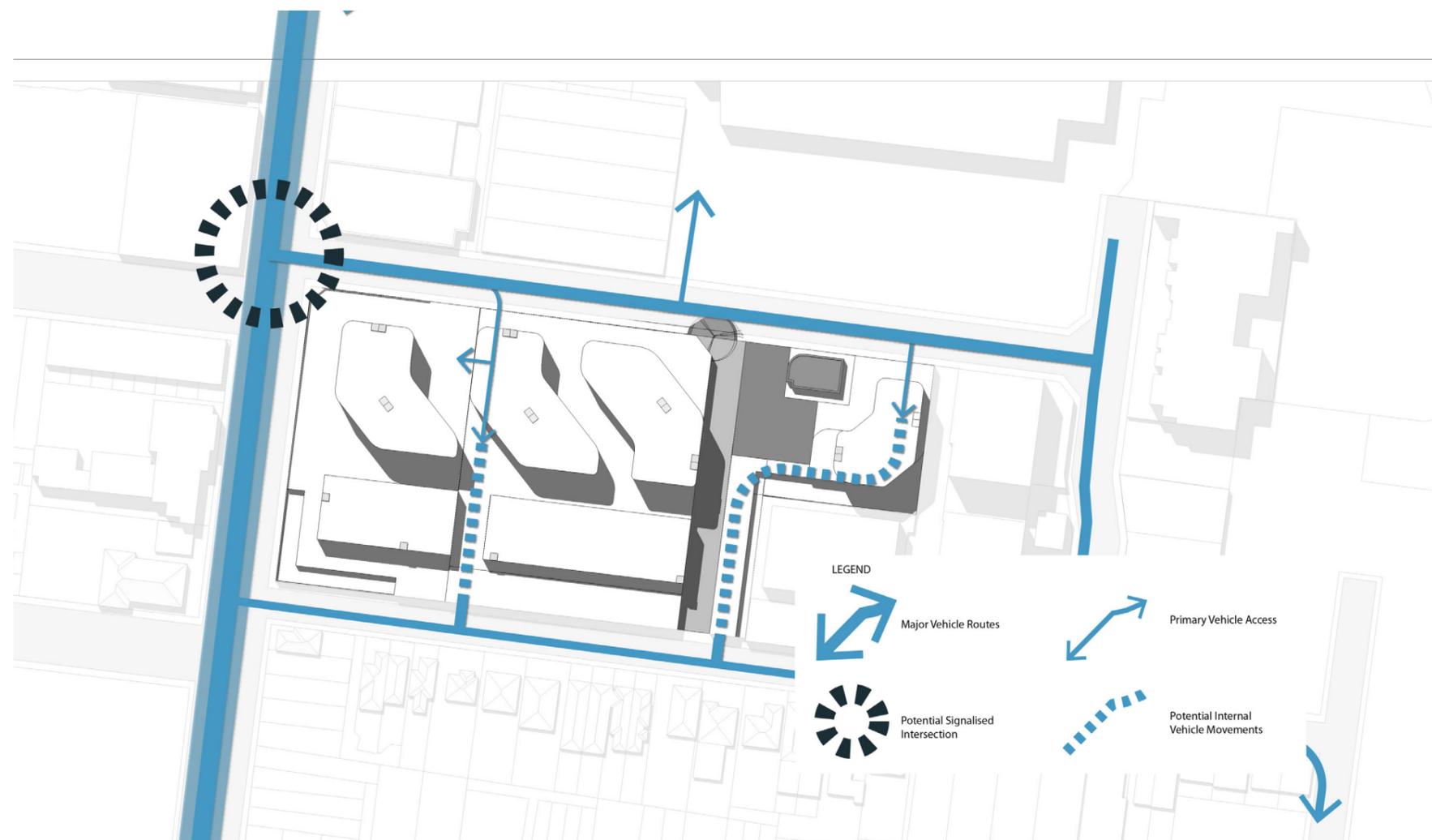


Figure 35 Pedestrian Access



4.5.2 Vehicle Access

Primary vehicle movements associated with the development will be from Doonside Street, reflecting its busy character, including its wide streetscape, and current industrial and retail interface.

Due to the significant development within the surrounding areas, it is possible that the intersection of Burnley Street and Doonside Street may need to be signalled at some point in the future. There are two existing signalled crossovers along Burnley Street within close proximity to the Burnley Street and Doonside Street intersection.

Vehicle access to Areas 1 and 2 will primarily be from Doonside Street (at a location generally aligned with the area 1 and area 2 boundary line). This will be utilised for basement and parking arrangements, as well as all waste and service movements.

Vehicle access for Area 3 will primarily be from Doonside Street at the most eastern point of the Site.

Appleton Street will be used for secondary traffic movements only.

No vehicle access is proposed along the north south pedestrian lane, however provision has been made to ensure emergency vehicle access can be available if necessary.

Figure 36 Vehicle Access

4.6 Interfaces

Southern Interface:

The southern interface along Appleton Street will consist of two buildings above podium to the western side of the pedestrian laneway.

- Towards the Burnley Street end, the existing heritage building facade will remain. There will be no change to the existing Appleton Street frontage, as it will remain an inward focused retail/office use with residential/office building above. Above the existing street wall height will be a seven storey residential/office building setback 13m from the street frontage.
- Residential uses facing Appleton Street will exhibit a three storey street wall (8-11m) with a seven storey (24.5m) residential/office building setback 13m behind the podium.
- A 2-3 storey home office typology will be located to the east of the pedestrian lane which will assist in activating the laneway and assist in the diversification of land uses.
- All existing street trees will be retained along Appleton Street with opportunities to provide additional street trees in locations where there are currently none.

Eastern Interface:

The eastern interface abuts a recently approved development at 36-44 Doonside Street. This approval is for the development of three residential buildings at eight, ten and twelve storeys in height.

- The site abuts an approved three storey residential form with an eight storey building setback from the street. This is responded to on the site with a similar three storey podium (8-11m) with a home office land use fronting the pedestrian laneway.
- Along the Doonside Street frontage, the proposed built form abuts an approved pedestrian laneway, with a twelve storey residential building directly to its east. The neighbouring pedestrian laneway is private and gated at both Doonside and Appleton Street ends. The proposal for the Site is for an eleven storey residential building (38.5m), which will have a strong aesthetic relationship with the approved twelve storey form directly to the east. Further, there is a significant physical break/separation between the approved and proposed building forms to allow adequate sunlight and views from the proposed approved building directly to the south east.

Northern Interface:

The northern interface along Doonside Street will consist of four separate buildings above podium, three on the western side of the north-south pedestrian lane and one to the east of the retained Doonside Street heritage building.

- To the east of the public open space will be the retained and restored heritage building to be used for retail/office purposes.
- Immediately to the west of the north-south pedestrian laneway is a three storey podium (8-11m) with retail/office uses on the ground floor and three 12 storey (42m) residential/office buildings above.
- Towards the Burnley Street end, the existing heritage facade will remain and be restored.

Western Interface:

The western interface along Burnley Street will consist of a 2-3 storey retail/office podium (8-11m) with two residential building forms setback 10m behind the Burnley Street frontage.

- Towards the northern Burnley Street end, the existing heritage building will remain, and a 12 storey (42m) residential/office building setback 8m from Doonside Street and 10m from Burnley Street will be above.
- Towards the southern Burnley Street end, the existing heritage building will remain, and a 7 storey (24.5m) residential/office building setback 10m from Burnley Street and 13m from Appleton Street will be above. The single storey heritage facade (6m) at the corner of Burnley Street and Appleton Street will be retained and the podium setback 5m behind.

4.7 Staging

This planning scheme amendment seeks to both make better use of underutilised land in line with the Yarra Planning Scheme, and secure a long term home for a major local business in Harry the Hirer. This means that the Harry the Hirer business needs to ensure they can remain operating in their current location, while the balance of the site is developed, and then move into the new premises on site.

The need to maintain the business in its current location fronting Burnley Street before moving to a purpose built premises facing Doonside Street has been a very important consideration.

It is anticipated that the mid block (Area 2) would be developed first, followed by the Burnley Street frontage (Area 1) and finally, the rear block (Area 3) being the final stage of development).

4.8 Planning Scheme Changes

The MUZ was chosen as the most appropriate zone because:

- The Yarra Planning Scheme has explicit statements that support a MUZ for the Site and a mixed use development outcome.
- The surrounding land is zoned MUZ.
- The Planning Panel for C99 supported the MUZ.
- The MUZ supports the preferred development outcome for the Site.

A DPO was chosen as the most appropriate overlay to guide built form because:

- It provides certainty in regards to both the future use and development.
- It allows for an integrated development of a large precinct.

The EAO is appropriate in the context of industrial land that is potentially contaminated and may be used for sensitive activities.

05 LANDSCAPE ARCHITECTURE

This chapter summarises the key elements and considerations of the proposal in relation to Landscape Architecture. A further response will be undertaken at planning permit stage when more detailed plans are available.

5.1 Vision

The proposed transition from industrial to mixed use provides an opportunity to rethink the Site. Industrial heritage will be retained in part to provide architectural clues as to the Site's history.

New buildings will be constructed to accommodate new uses for living, working and leisure. Building design and public open space will encourage activation of the public realm.

Multi-level landscapes offer both public and private outdoor space. Street level public landscapes aim to forge new connections beyond the Site.

This will be a contemporary design, with improved civic outcomes for an evolving pocket of Richmond.



Figure 37 Public Open Space Context Plan



5.2 Open Space Analysis

Bisecting the proposed building mass will be a new north-south pedestrian laneway, providing benefit not only to the site, but also to the neighbourhood more broadly. It will connect Appleton Street to Doonside Street, and aligns with a proposed southern entrance to Victoria Gardens Shopping Centre to the north.

A new public open space to the north-east of the pedestrian laneway will provide a community oriented, outdoor social space.

This location would capitalise on cultural and environmental factors; the heritage building with its curved frontage and the large existing Lemon-scented Gum (*Corymbia citriodora*).

In addition to the public open space at ground level, there is the potential to create communal open spaces and private spaces at podium level.

5.3 Key Design Elements

Key organising elements of the proposed landscape design are featured in Figure 38 - Key Design Elements.



Figure 38 Key Design Elements Plan



Plaza

Celebrate the north-west corners of the two heritage buildings with streetscape 'plaza' treatments.

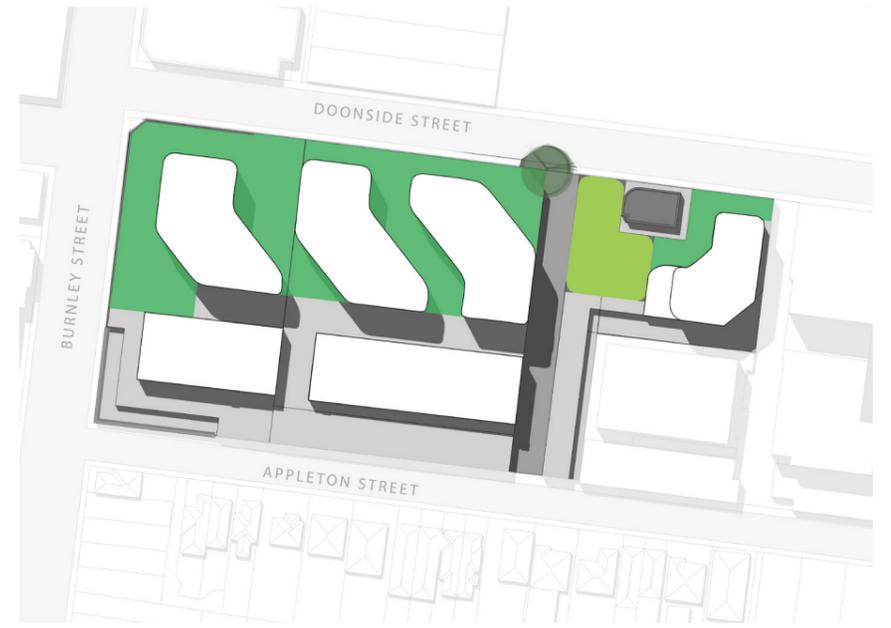


Public Open Space

Public open space incorporating gardens and generous seating to provide pocket size urban sanctuary.

Existing mature *Corymbia citriodora* (Lemon-scented Gum) to be retained and made central feature of the park, up-lit at night.

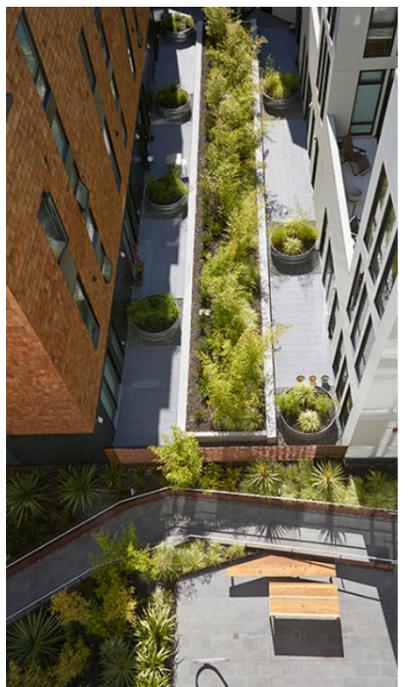
Public open space 'merges' with the north-south pedestrian lane, reflecting a seamless transition achieved through consistent material palette and geometry.



Roof Gardens

Significant opportunities for both communal and private roof gardens with social and ecological benefits.

Kitchen gardens, viewing areas, dining and play spaces suggested, as well as 'urban forest' for carbon sequestration, thermal stability and attractive outlook.





Pedestrian Laneway

North-south oriented, publicly accessible laneway with emergency vehicle egress to connect Appleton Street and Doonside Street.

Pedestrian laneway aligned with future Victoria Gardens Shopping Centre southern entrance along Doonside Street.

Planting, paving, furniture and lighting to create an inviting public thoroughfare, terminating in a new public open space to the north-east (between the pedestrian laneway and retained Doonside Street heritage building).



Pedestrian Movement

Currently framed on three sides by public footpaths.

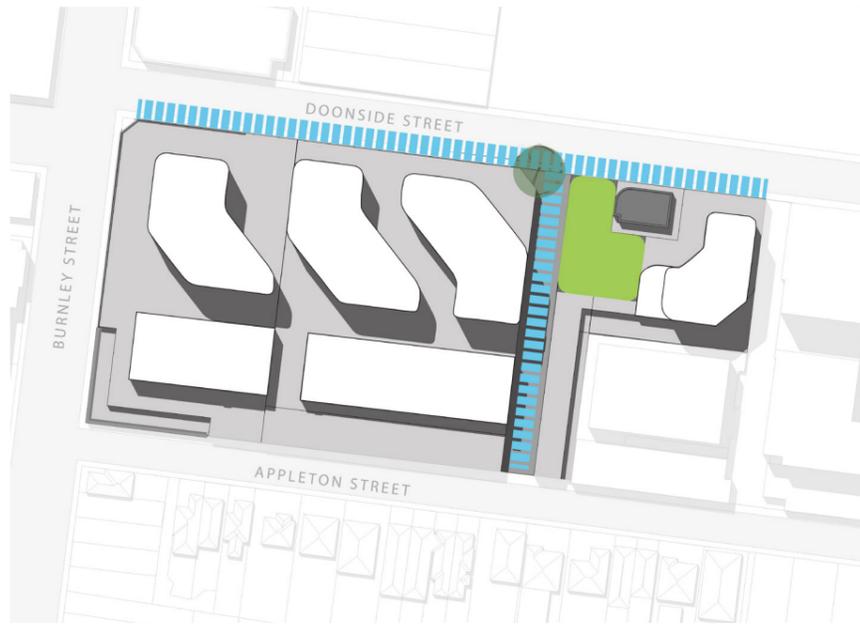
Proposed north-south pedestrian laneway to achieve physical permeability for pedestrians and cyclists only.



Primary Vehicle Entrance

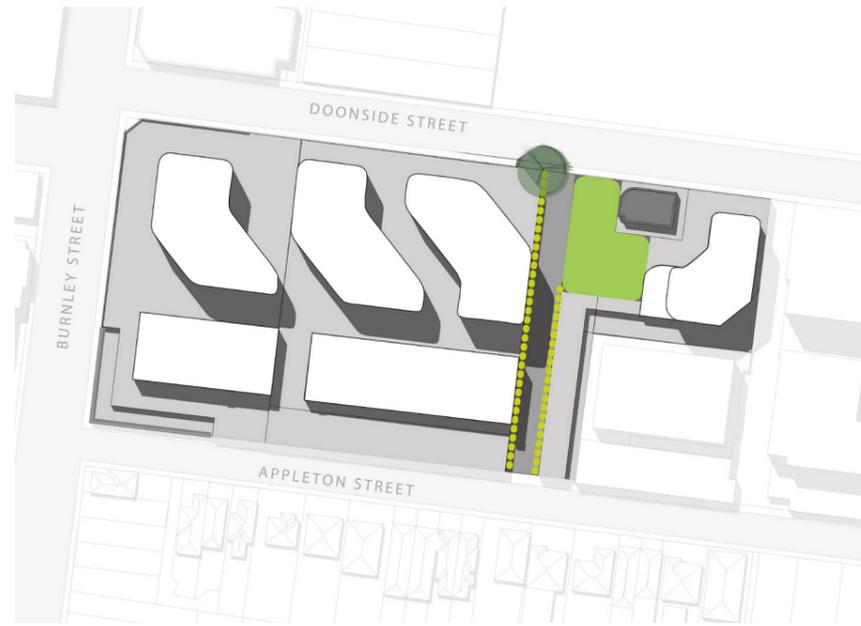
Primary vehicle access to Doonside Street for service deliveries, waste collection and residential/office parking within the basement.





Water Sensitive Urban Design (WSUD)

Rain gardens to collect and treat storm water.
Irrigation from non-portable water supply.



Vertical Green

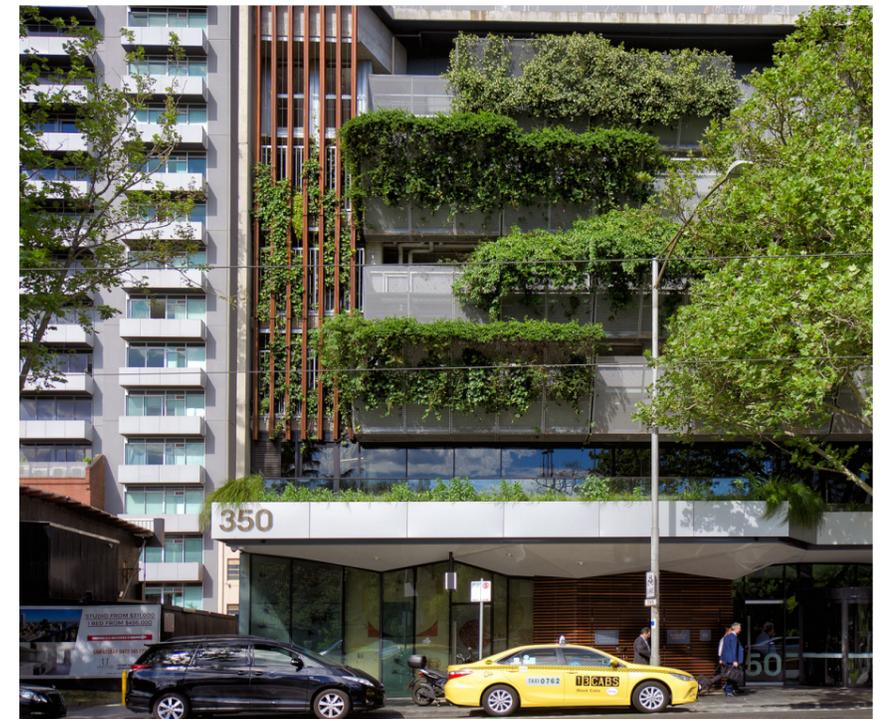
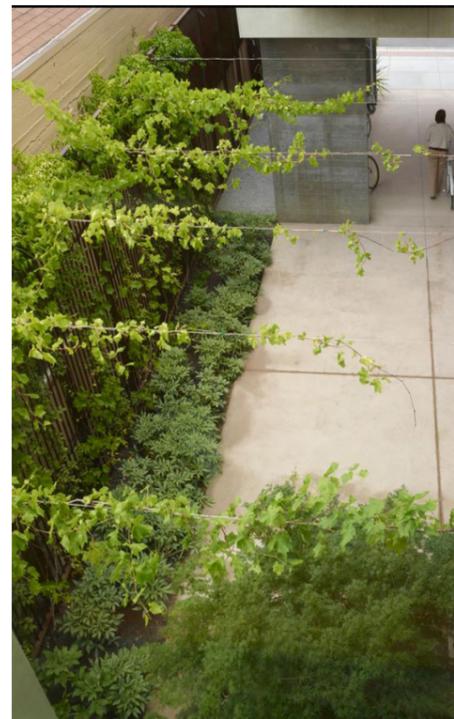
Potential for vertical greening to buildings facing public open space.
Assists with opportunities for passive building cooling.



Active Frontage

Provide attractive buildings at street level that encourages movement between public and private realm, includes transparent materiality and provides active surveillance opportunities.

The retention of the Doonside Street heritage building will create a focal point of activity for the new public open space and upgraded public realm.



Proposed Plant Schedule

Native and indigenous plant species to be showcased, providing habitat for birds and insects.

Plants selected for low-water use and microclimatic suitability.

Canopy trees to Doonside Street to reduce urban heat island by providing shade in summer.

Refer to Figure 39 - Ground Level Landscape Opportunities.



Rain Garden Vegetation

- 1. Ficinia nodosa (Knobby Club Rush)
- 2. Lomandra longifolia (Mat-rush)
- 3. Eucalyptus Caesia 'Silver Princess (Silver Princess) Indigenous tree.



Doonside Street Trees

- 4. Jacaranda mimosifolia (Jacaranda)
- 5. Pistacia chinensis (Chinese Pistache)



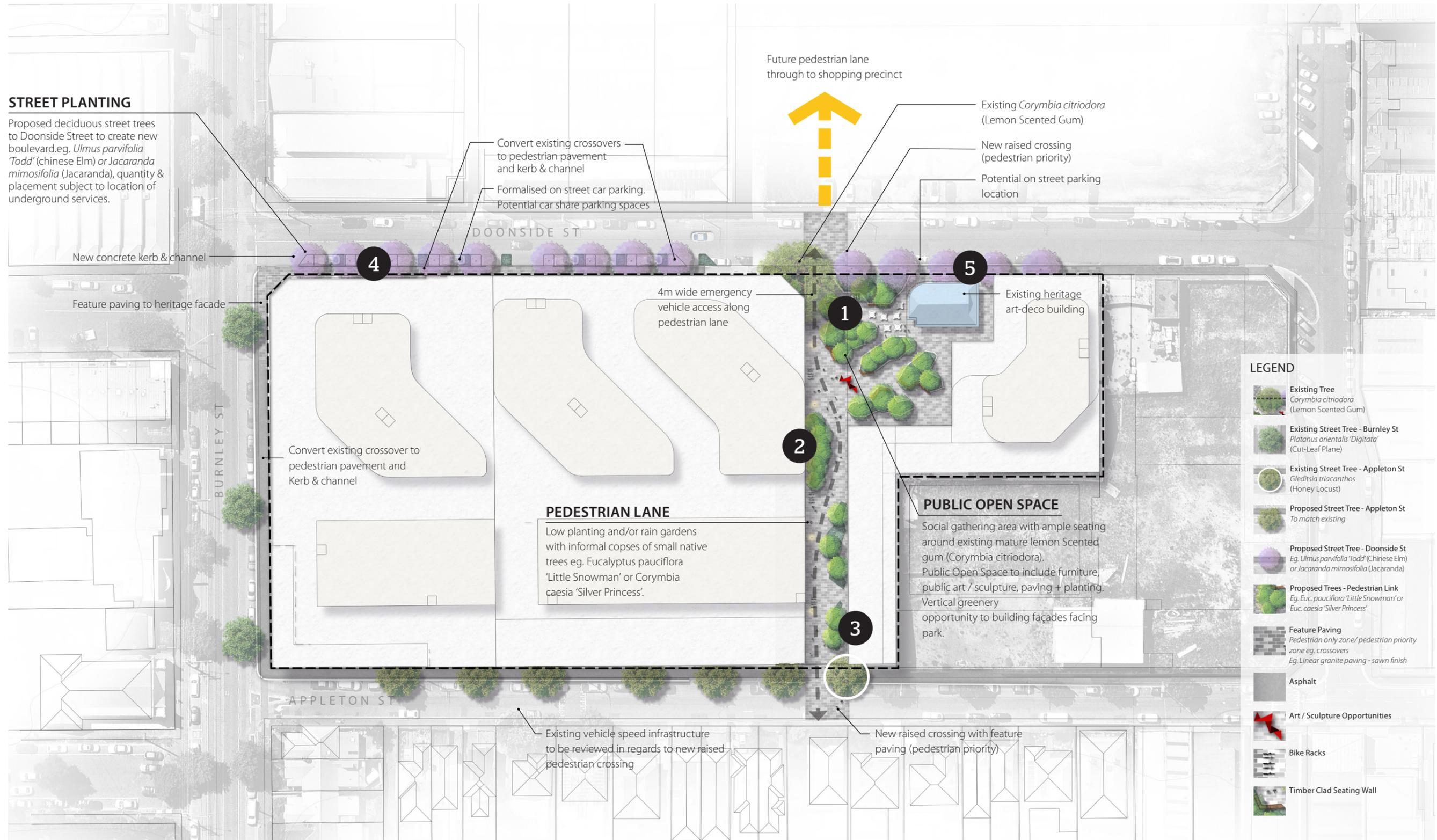


Figure 39 Ground Level Landscape Opportunities

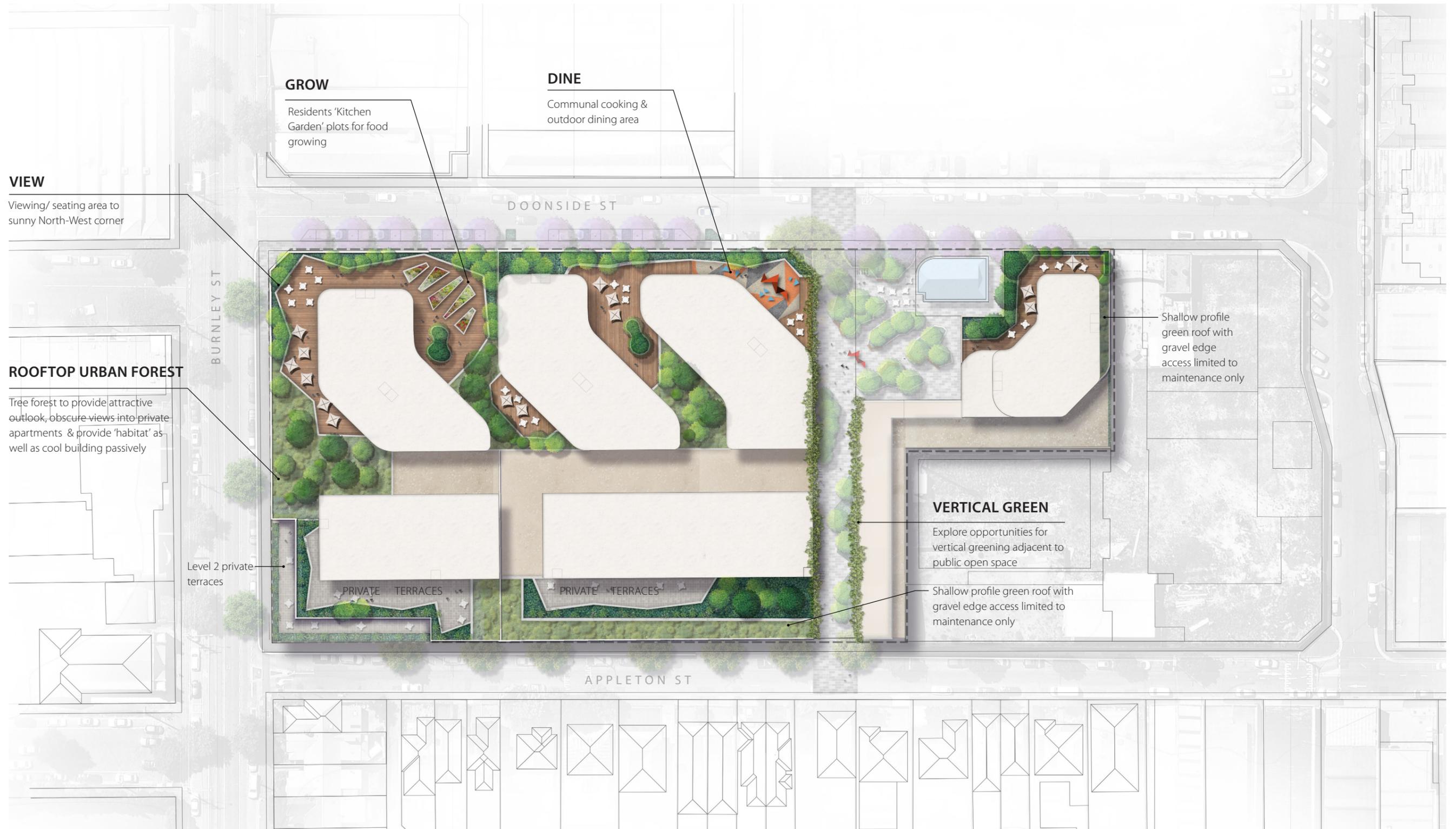


Figure 40 Roof Gardens Landscape Opportunities

06 HERITAGE

This chapter summarises the key elements and considerations of the proposal in relation to heritage. A full report titled 'Amendment C223 to the Yarra Planning Scheme - Analysis of Heritage Issues' (revised December 2018) by Bryce Raworth is available and should be referred to in addition to these summaries.

6.1 Current Listings and Controls

The land at 81-95 Burnley Street is partially covered by a site-specific heritage overlay HO375 – 'Russell Manufacturing Pty Ltd later Repco'. The heritage overlay encompasses the pre 1945 office building and factory on the site to a depth of 34 metres from the Burnley Street frontage. The former Repco Offices at 26 Doonside Street is separately listed on the heritage overlay schedule as HO252. External paint controls apply to both HO252 and HO375 but there are no internal alteration controls or tree controls. The balance of the subject site has no heritage overlay control.

The heritage overlay control at 81-95 Burnley Street was implemented in 2015 under Amendment C149 to the Yarra Planning Scheme. Council had proposed to incorporate this site into a broader heritage overlay precinct as part of Amendment C173 (Part 2). The proposed Doonside Industrial Precinct (HO455) also encompassed the sites at 1-9 Doonside Street and 61-63, 65, 67 and 77-79 Burnley Street – all of which were subsequently excluded from consideration by the Panel. The Panel was of the view that the remaining properties did not constitute a precinct. To this end, the Panel ultimately recommended the Amendment be abandoned in so far as it affected 81-95 Burnley Street.

6.2 History

In 1929, the east side of Burnley Street in the vicinity of Appleton Street was recommended as a factory area. This area took in land originally occupied by Doonside, the residence of David Mitchell (Dame Nellie Melba's father). The Doonside Estate was subdivided and offered for sale in May 1931, providing 34 lots on Burnley, Doonside, David and Appleton Streets. Predating the Doonside Estate subdivision, a fibrous plaster factory was built c1925 on the north-east corner of Burnley Street and Appleton Street (first listed as in Sands and McDougall Directory as 89-95 Burnley Street) (refer to Figure 41 - 1930 Plan of Subdivision for Doonside Estate).

Around 1939, Repco/Russell Manufacturing constructed a double-storey office and laboratory building at present day 26 Doonside Street. In March 1942, the company purchased additional land and expanded northwards along Burnley Street towards the Doonside Street corner.

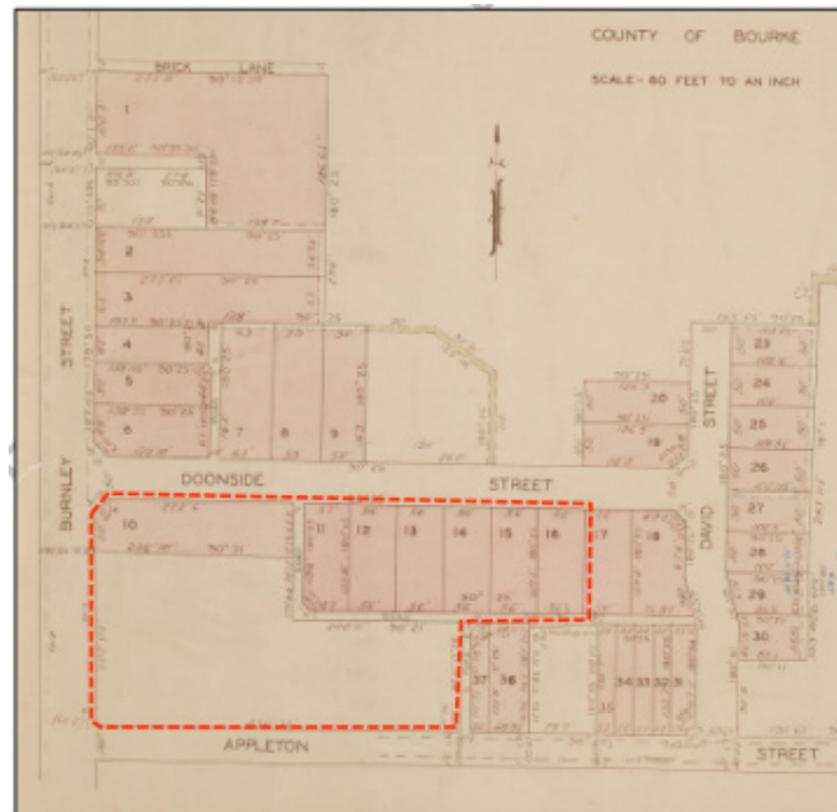


Figure 41 1930 Plan of Subdivision for Doonside Estate

6.3 Significance

The Yarra Heritage Database includes the following statement of significance for the two heritage buildings on the Site:

81-95 Burnley Street, Richmond

What is significant?

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.

How is it significant?

The Russell Manufacturing Company Pty Ltd (later Repco) building is aesthetically and historically significant to the locality of Richmond and the City of Yarra.

Why is it significant?

The Russell Manufacturing Company Pty Ltd (later Repco) building is esthetically significant:

- For its strong Moderne styling as ideally presented on a corner site.
- For the relationship with the significant Moderne style former Repco Building at 26 Doonside Street (HO256).

The Russell Manufacturing Company Pty Ltd (later Repco) building is historically significant (Criteria A & H):

- As tangible evidence of the large factories built during the interwar period when Richmond became a centre of manufacturing in Victoria.
- For the association with the successful motor spare parts firm of Russell Manufacturing Company Pty Ltd.

26 Doonside Street, Richmond

What is significant?

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. The building is oriented north-west, and the composition of the main panels of brickwork is approximately symmetrical about a diagonal axis which runs through the corner entrance, which has a cantilevered concrete canopy. The north and west elevations are of face manganese brick, whilst large panels of cream brick give the appearance of wrapping around this, leaving a vertical strip of dark brown brick above the entrance. This corner element is decorated with a narrower vertical strip of horizontally-striped tapestry brickwork, and surmounted by three white painted vertical concrete fins. The north elevation features two bands of windows, each comprising three panels of multi-paned steel-framed windows with manganese brick spandrels and sills.

These windows turn the corner to the east elevation; to their right are two vertically placed circular windows, probably to a staircase. The west wall of the building was once attached to a single-storey building which has since been demolished, with the exception of part of the front wall and cream brick parapet which adjoins No. 26.

How is it significant?

The former Repco office and laboratory building at 26 Doonside Street, Richmond, is of local architectural significance to the City of Yarra.

Why is it significant?

It is architecturally and aesthetically significant as a particularly sophisticated example of a small building in the Moderne style, which exhibits an interesting composition of limited palette of materials. It is thus distinctive for a building of its size and type. The demolition of other adjacent buildings has increased the aesthetic contribution of this building to an otherwise architecturally undistinguished industrial streetscape.



Figure 42 1943 Illustration of Repco Building



Figure 43 1957 Photograph of Repco Building

6.4 Analysis

The heritage building at 26 Doonside Street would be retained as a free standing entity with public open space to the west side exposing the principal facade to public view and more generally helping to maintain the legibility of the original building envelope. The front parts of the heritage building to Burnley Street would also be retained along with its side elevation to Doonside and Appleton Streets (to an extent corresponding with the HO boundary).

The former factory buildings on the subject site can, from a heritage perspective, sustain development of the scale proposed in the revised Indicative Framework Plan without adverse impacts. Within the Heritage Overlay, the relationship of new and existing built form at the street level is the key issue and this will be handled through the low-rise podium elements equivalent to the height and setbacks of the heritage facades.

A crucial point to be made in relation to heritage issues is that the majority of the site is outside of the heritage overlay, and is therefore not subject to heritage provisions of the Yarra Planning Scheme. In these circumstances the key design parameters for new development would be urban design requirements and other local planning policies rather than the heritage overlay.

The proposed rezoning and future redevelopment of the site as contemplated in the associated documentation will inevitably result in a substantial degree of change. However, this change is consistent with the emerging character of the area. The scale and location of multi-storey development in relation to the retained heritage buildings on the subject site also follows precedent established in other approved and existing developments within the City of Yarra involving industrial heritage places.

07 TRANSPORT

This chapter summarises the key elements and considerations of the proposal in relation to Traffic and Transport. A full report titled 'Proposed Mixed Use Rezoning' by Ratio (revised December 2018) is available and should be referred to in addition to these summaries. Further traffic and transport analysis will be undertaken at planning permit stage when more detailed plans are available.

7.1 Overview

The traffic impact report was prepared to address the traffic impacts and car parking needs of the proposed rezoning, and is based on surveys and observations in the vicinity of the site and on previous studies of similar developments elsewhere in Melbourne.

7.1.1 Existing Operation

'Harry the Hirer' currently operates during the following hours:

- 8:00am-5:30pm weekdays.
- 9:00am-12:00 noon Saturdays.
- Closed Sundays.

There is typically up to 115 staff on-site at any one time. Loading generally occurs from a concrete hardstand area located at the eastern end of the site and accessed from Doonside Street.

7.2 Strategic Background

7.2.1 Victoria Street East Precinct, Richmond Urban Design Framework (UDF)

The UDF identifies a major objective to minimise the use of private motor vehicles, stating the following:

'Encourage the use of public transport, cycling and walking for access between the precinct and other parts of Melbourne, in preference to use of private motor vehicles'.

In addition, the UDF makes the following recommendations;

- Create a new north-south pedestrian link past 26 Doonside Street (i.e. through the eastern end of the subject site); and
- Improve Doonside Street as a major vehicular entry to Victoria Gardens and the area to its south, to keep traffic away from Victoria Street and housing south of Appleton Street. Doonside Street should be widened (on the north side, to create an overall road reserve width of 18 to 20m) and extended north into Victoria Gardens via David Street.

7.3 Road Network, Traffic and Parking Conditions

7.3.1 Burnley Street

Burnley Street is a Declared Main Road which generally extends in a north-south direction from Victoria Street to Barkly Avenue.

In the vicinity of the site, Burnley Street operates with a single traffic lane and a single bicycle lane in each direction, with parallel parking permitted along both kerbs clear of traffic. Constructed footpaths are provided along both sides of Burnley Street.

7.3.2 Doonside Street

Doonside Street is a local road which generally extends in an east-west direction from David Street to Burnley Street.

Doonside Street has a carriageway width of approximately 9.7 metres, allowing for a single lane of traffic in each direction, with parallel parking permitted along both kerbs clear of traffic. Constructed footpaths are provided along both sides of Doonside Street.

The Doonside Street/Burnley Street intersection is a 'Stop' controlled t-intersection, with priority given to Burnley Street.

Approximately 15 metres to the south of the Doonside Street/Burnley Street intersection (centre to centre) is the Buckingham Street/Burnley Street intersection, forming a staggered intersection arrangement. The Buckingham Street/Burnley Street intersection is 'Give Way' controlled, with priority given to Burnley Street.

7.3.3 Appleton Street

Appleton Street is a local road which extends generally in an east-west direction from Clark Street to Burnley Street.

Appleton Street has a carriageway width of approximately 7.9 metres, which allows for two directions of travel, with parallel parking permitted along both kerbs. Where vehicles are parked on both sides, the effective width for through vehicles is reduced to a single lane, allowing for a single direction of travel at any one time in between passing opportunities.

Constructed footpaths are provided along both sides of Appleton Street.

7.3.4 Parking Conditions

During the day, parking in the survey area is generally a mixture of unrestricted and time restricted (generally 1P and 2P) parking. At night, parking in the survey area is generally unrestricted. For the purposes of this assessment, parking with a restriction of less than 1 hour has not been considered suitable for use by visitors to the site and as such, has been excluded from the results.

7.4 Sustainable Transport

7.4.1 Public Transport

The subject site has good access to public transport, with numerous tram routes operating within close proximity of the site. The nearest train station is Burnley Station, located an approximate 1.4 kilometre walk from the subject site, whilst North Richmond Station is readily accessible via tram routes 12 and 109 and Hawthorn Station is readily accessible via tram routes 48 and 75 (refer to Figure 44 - Public Transport Provision).

The subject site is also partially located within the Principal Public Transport Network Area (PPTN). This is reflective of the site’s very good access to public transport services.

7.4.2 Bicycle Network

The subject site has good access to Melbourne’s bicycle network. Specifically:

- On-street bicycle lanes along the site frontage on Burnley Street provide access to the north towards Abbotsford and to the south towards Burnley.
- On-street bicycle lanes on Church Street are accessible via Burnley Street and Highett Street and provide access to the north towards Abbotsford and Collingwood and to the south towards Cremorne and South Yarra.
- The Capital City Trail is accessible via the northern end of Burnley Street, whilst the Main Yarra Trail is accessible via the southern end of Burnley Street.

7.4.3 Car Share

The subject site is located within close proximity to a number of share car pods operated by Flexicar, GreenShareCar and GoGet (Refer to Figure 45 - Nearest Share Car Pod Locations).

The nearest pods are operated by Flexicar and GreenShareCar (1 car each), located on Burnley Street outside of the Victoria Gardens Shopping Centre, approximately 100 metres to the north of the site. A larger pod operated by GoGet (9 cars) is located on Level 3 of the IKEA car park at the Victoria Gardens Shopping Centre, an approximate 400 metre walk from the site.

Service	Route No's	Route	Nearest Stop	Approximate Walking Distance
Tram	12	Victoria Gardens – St Kilda	Burnley St / Victoria St	350m
	109	Box Hill – Port Melbourne		
	48	North Balwyn – Victoria Harbour Docklands	Burnley St / Bridge Rd	450m
	75	Etihad Stadium Docklands – Vermont South		
	78	North Richmond – Balaclava via Prahran		
Train	Glen Waverley, Alamein, Belgrave and Lilydale Lines		Burnley Station	1.4km
	Hurstbridge and South Morang Lines		North Richmond Station	1.8km (accessible via tram routes 12 and 109)
	Alamein, Belgrave and Lilydale Lines		Hawthorn Station	2km (accessible via tram routes 48 and 75)

Figure 44 Public Transport Provision

Operator	Share Car Pod Location	Number of cars	Approximate Walking Distance
Flexicar	Burnley St, outside Victoria Gardens Shopping Centre	1 car	100m
	Burnley St, near corner of Palmer St	1 car	400m
GreenShareCar	Burnley St, outside Victoria Gardens Shopping Centre	1 car	100m
GoGet	Level 3 of IKEA car park at Victoria Gardens Shopping Centre	9 cars	400m

Figure 45 Nearest Share Car Pod Locations

7.5 Recommended Parking Rates

The site is well located for future residents who choose not to own a car, noting the site's close proximity to a wide range of retail (including a full line supermarket) at Victoria Gardens Shopping Centre and numerous sustainable transport options.

Whilst the apartment breakdown has not been prepared at this stage, the preliminary yield analysis indicates that an overall parking provision in the order of 0.5 - 0.8 car spaces per dwelling would be expected. This generally reflects the reduced indicative parking provision rates recommended in Figure 46 - Indicative Recommended Parking Rates.

Component	Indicative Recommended Parking Rate
Residents	0.5 - 0.7 spaces to each one-bedroom dwelling
	0.7 - 0.9 space to each two-bedroom dwelling
	1.0 - 1.5 spaces to each three-bedroom dwelling
Visitors	No on-site car parking
Retail	1 space to each 100 square metres of leasable floor area for staff
Commercial	1.0 - 2.5 spaces to each 100 square metres of leasable floor area

7.6 The Proposal

7.6.1 General

The preliminary concept plans prepared for the proposed rezoning show six new buildings across three lots and varying between 7-12 storeys.

Preliminary yield analysis indicates the development will comprise in the order of:

- 557 dwellings;
- 15,410 square metres of net commercial floor area; and
- 519 square metres of leasable retail floor area.

7.6.2 Clause 52.06 Parking Requirements

Parking requirements for residential developments are set out under Clause 52.06 of the Yarra Planning Scheme.

Figure 46 Indicative Recommended Parking Rates

Lot	Component	Dwellings	Commercial	Retail
1	Building A (12 storeys)	110 dwellings	-	-
	Building B (7 storeys)	48 dwellings	-	-
	Podium	-	6,406 sqm	-
	Basement	-	-	-
2	Building C (12 storeys)	108 dwellings	-	-
	Building D (7 storeys)	56 dwellings	-	-
	Building E (12 storeys)	99 dwellings	-	-
	Podium	23 dwellings	8,877 sqm	-
	Basement	-	-	-
3	Building F (11 storeys)	57 dwellings	-	-
	Podium	56 dwellings	-	-
	Heritage Building	-	128 sqm	519 sqm
	Basement	-	-	-
Total		557 dwellings	15,410 sqm²	519 sqm²

Total commercial and retail floor areas as nominated in the table above reflect Net Floor Area (NFA) which is measured as 85% of the Gross Floor Area (GFA).

Figure 47 Preliminary Development Analysis

Use	Requirement
Dwellings	In developments of four or more storeys, 1 to each 5 dwellings for residents
	In developments of four or more storeys, 1 to each 10 dwellings for visitors
Shop	1 to each 600 sqm of leasable floor area for employees if the leasable floor area exceeds 1,000 sqm
	1 to each 500 sqm of leasable floor area for shoppers if the leasable floor area exceeds 1,000 sqm
Retail	1 to each 600 sqm of leasable floor area for employees if the leasable floor area exceeds 1,000 sqm
	1 to each 500 sqm of leasable floor area for shoppers if the leasable floor area exceeds 1,000 sqm
Office	1 to each 300 sqm of net floor area for employees if the net floor area exceeds 1,000 sqm
	1 to each 1,000 sqm of net floor area for visitors if the net floor area exceeds 1,000 sqm

Figure 48 Bicycle Parking Statutory Requirements

7.6.3 Green Travel Plan

It is recommended that as part of any town planning application, a Green Travel Plan be prepared to further encourage utilisation of the wide availability of sustainable transport alternatives and subsequently reduce parking demands and traffic generation associated with the proposal.

7.6.4 Bicycle Parking

It is recommended that a bicycle parking provision in excess of the statutory requirements is considered for residents and office staff in particular, with bicycle parking provided generally in accordance with the following indicative rates:

- 1 bicycle space to each dwelling for residents.
- 1 bicycle space to each 150 square metres for office staff (double the statutory rate).

7.6.5 Loading Facilities

For smaller retail tenancies, it is typically considered impractical to provide an on-site loading bay, with loading likely to be undertaken by vans and small trucks which can undertake loading within an on-street car space.

In the case of the proposal, it is considered that loading for the smaller retail tenancies could be undertaken either on-street (Doonside Street or Burnley Street) or on-site.

For any future restricted retail use on the site, it is recommended that on-site loading be provided subject to approval by the Responsible Authority.

7.6.6 Summary

The traffic anticipated to be generated by the proposal can be accommodated by the existing road network, subject to the intersection of Burnley Street and Doonside Street being upgraded during the mid-stages of development of the subject site and surrounding sites.

08 ECONOMIC & EMPLOYMENT

This chapter summarises the key elements and considerations of the proposal in relation to Economics and Employment. A full report titled '81-95 Burnley Street and 26-34 Doonside Street, Richmond Economic Assessment' by Deep End Services (revised December 2018) is available and should be referred to in addition to these summaries.

8.1 Overview

Deep End Services have assessed the proposed rezoning in terms of:

- Strategic and market justification for a mixed use development of the type proposed.
- Analysis of the local and regional economic outcomes including:
 - Capital investment on the site.
 - Employment generation during construction (direct on-site and indirect employment).
 - Ongoing employment generation (direct and indirect).
 - Indicative rates revenue.
 - Local expenditure flows associated with new residents.
 - Support for local businesses within the local area.

8.2 Economic Context

8.2.1 Residential Development

Over the period July 2016 to October 2018 permits have been granted for a total of approximately 3,566 new residential dwellings in the City of Yarra, of which 86% (or 3,075 units) were for high density apartments 4 storeys or more, and another 8% for semi-detached residences, townhouses and terraces and apartments 3 storeys or less. Permit data shows that high density apartments are focussed on the City of Melbourne and other inner-city municipalities to the north, east and south.

8.2.2 Commercial Development

Commercial development will comprise the retention of the Harry the Hirer business and the inclusion of new opportunities for local-level office, retail, food and beverage and home-office services provision.

The Harry the Hirer business will be retained and expanded across the ground and part podium level space in Lots 1 and 2 (9,649 sqm), involving at least 150 staff being employed on-site over time.

More specifically, it is understood that Harry the Hirer will transition into a new showroom and office within Lot 2, further to which it will then backfill into its existing ground floor Burnley Street space once it has been redeveloped. This will provide occupancy of the vast majority of ground floor space between Burnley Street and the pedestrian lane, with further office space on podium level. This accommodation and staging strategy will both allow for the Harry the Hirer business to remain on site throughout construction and ultimately cater for its future expansion plans.

With respect to other small-scale retail opportunities, the total future population would support the provision of local level retailing services at the scale proposed, involving small convenience shopping, food and beverage and retail services, and possibly some non-retail business services.

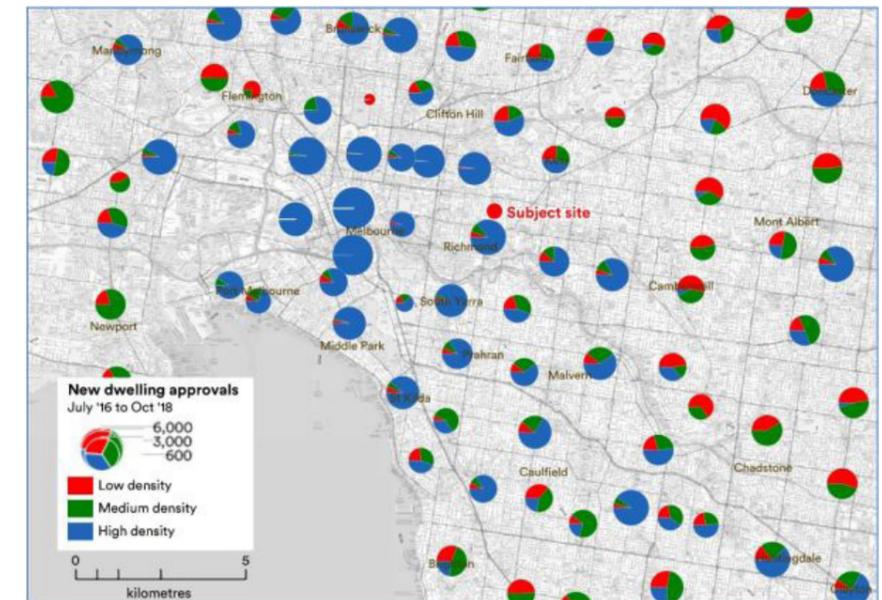


Figure 49 Dwelling approvals by type between July 2016 to October 2018

8.3 Economic Outcomes

8.3.1 Capital Investment

Advice provided by Astrodome Hire is that the total investment in the construction of the project (excluding land purchase costs) is estimated at approximately \$208 million.

This represents a significant investment that will improve the value and amenity of the property and lead to more intensive use of the land.

8.3.2 Construction Employment

An estimated 1,050 construction-related jobs will be directly created on-site over the life of the project, representing a total of 265 full-time equivalent job-years over an indicative 4-year construction period.

Another 795 job-years will be created indirectly throughout the local and wider economy as a result of assessed consumption and production multiplier effects.

8.3.3 Ongoing Employment

Ongoing employment will be generated as a result of:

- The retention and expansion of Harry the Hirer.
- Take-up of the remaining commercial office space.
- The inclusion of small-scale retail development opportunities.

Use	Employment rate	Jobs			Total (FTE)
		Positions	Direct (FTE)	Indirect (FTE)	
Harry the Hirer					
- existing staff		115	98	205	303
- future staff		150	128	265	393
Net change		+35	+30	+60	+90
Other uses					
Retail	40 sqm/job	15	11	15	26
Office	25 sqm/job	339	254	665	919
Home-based employment	3% of population work from home	25	24	65	89
Net employment		+414	+319	+805	+1,124
Total on-site employment		529	415	1,010	1,425

Figure 50 Ongoing (on-site) employment estimates

- Home-based businesses including those within the proposed home-office housing product.
- Proposed commercial/community facilities at podium level in the north-east corner of the site.

The total net employment increase arising from the development is estimated at approximately +414 jobs (refer to Figure 52 - Ongoing (on-site) employment estimates).

8.3.4 Rates and Charges

The development would generate a significant increase in rates revenue for the City of Yarra as a result of the uplift in the capital improved value of the site.

Based on information from Astrodome Hire, the completed project would have a capital value of approximately \$437m. Assuming that this is equivalent to the capital improved value used for the purposes of calculating rates, the development would generate:

- \$771,500 in annual rates income for the City of Yarra.
- \$129,500 pa contribution to the State Government’s Fire Services Levy (FSL).

Land tax would be in addition to the figures above, but has not been calculated in this case because the proportion of owner-occupier residents (not subject to land tax) is uncertain.

8.3.5 Expenditure Flows

On completion the development would have a resident population of approximately 835 persons based on an average 1.5 persons per dwelling.

The residential community will generate a total of \$18.3m of annual spending on retail goods and services. This is presented as an estimate for the year 2026 to indicate approximately when the development may be completed, and is based on modelling the existing expenditure levels for residents living in Richmond and Abbotsford.

Given the proximity and extent of retail services available at Victoria Gardens and elsewhere in the City of Yarra, a substantial share of resident spending (probably up to 75% or \$13.7m per year) will be retained to support retail businesses in the local area.

8.4 Summary

In summary, the proposed construction of a mixed use development on the property at 81-95 Burnley Street and 26-34 Doonside Street would generate the following potential economic outcomes:

Investment

- Total construction investment of \$208 million.

Construction effects

- Total of 265 direct full-time equivalent jobs created over the approximately 4 year construction period, and another 795 jobs (FTE) created indirectly over the construction period.

Ongoing employment

- 529 positions created on-site, equivalent to 415 FTE jobs
- 1,010 FTE jobs indirectly generated in the wider economy, bringing total employment creation to 1,425 FTE jobs
- A net increase of around 319 FTE jobs.

Rates and charges

- An estimated contribution of \$771,500 each year to the City of Yarra in rates income and an estimated \$129,500 pa contribution to the State government as a fire service levy.

Resident spending

- An injection of \$18.3m pa in retail spending by new residents, around \$13.7m pa of which would be captured by local retailers, as well as approximately \$22m pa in other spending, some of which would support local providers of health, personal and business services.

Other outcomes

- Opportunities for local businesses during the construction and ongoing operation stages.
- Increased activity within the Victoria Road Activity Centre and provision of local facilities for nearby residents.
- Support for local policy which anticipates transition of the area to mixed use development.
- Increased employment intensity in accordance with local and State planning policy.

09 ENVIRONMENTALLY SUSTAINABLE DESIGN

This chapter summarises the key elements and considerations of the proposal in relation to Environmentally Sustainable Design. A full report titled 'EDS Report 81-95 Burnley Street and 26-34 Doonside Street, Richmond' by GIW Environmental Solutions Pty Ltd (revised December 2018) is available and should be referred to in addition to these summaries.

9.1 Introduction

GIW Environmental Solutions were engaged to provide ESD consulting in relation to the site. The report discusses the ESD benefits of rezoning and potential future redevelopment of the site as a mixed use offering, identifies ESD objectives which are to be addressed as part of the proposed rezoning and which are to be instilled into any future development on the site such that the facilities demonstrate leading design and ESD best practice.

9.2 ESD State Policy

The following State and local policies set the strategic objectives by which the proposal to change the site zoning is to be contextualized.

9.2.1 Urban Sustainable Development

"Plan Melbourne 2017-2050" (2014) targets outcomes of making the Melbourne region more livable, resilient and encourages sustainable growth by effectively linking sustainable transport (walking, cycling and public transport) routes. It seeks to improve the environmental performance of the Melbourne region and creating a greener city.

9.2.2 Energy

"Victoria's Renewable Energy Road map" (2015) addresses the priority to encourage households and communities to generate renewable energy through the following strategies: provide support for pioneering community energy projects; ensure fair compensation for distributed generation and ensure fair treatment of distributed generation customers.

9.2.3 Water

In order to secure a strong and resilient water future, State Government is currently developing a final water plan based on the "Water for Victoria White Paper" (2016). In this strategy the need for responding to climate change and developing resilient and livable cities and towns, is addressed. The discussion paper proposes to ensure a range of water sources to support urban livability, developing place-based solutions with input from communities to deliver, safe and secure supplies, wastewater management, flood resilience, healthy urban waterways, healthy urban landscapes, integrated water management, with water corporations working in partnership with local government, engaging and empowering the community to help achieve water management outcomes together.

9.2.4 Waste

In 2015 State Government published the "Statewide Waste and Resources Recovery Infrastructure Plan". This plan will form a road map to achieve the following four goals:

- Goal 1: Landfills will only be for receiving and treating waste streams from which all materials that can be viably recovered have been extracted.
- Goal 2: Materials are made available to the resource recovery market through aggregation and consolidation of volumes to create viability in recovering valuable resources from waste.
- Goal 3: Waste and resource recovery facilities including landfills are established and managed over their lifetime to provide best economic, community, environment and public health outcomes for local communities and the state and ensure their impacts are not disproportionately felt across communities.
- Goal 4: Targeted information provides the evidence base to inform integrated statewide waste and resource recovery infrastructure planning and investment at the state, regional and local levels by industry, local government, waste and resource recovery groups, government agencies and the broader community.

9.2.5 Ecology and Biodiversity

The EPA state environmental protection policies (SEPPs) consist of policies concerning the protection of air quality, land and groundwater, noise nuisance and water.

9.3 ESD Local Policy

Sustainable Living and Working

City of Yarra aims to enhance community awareness and increased engagement with Yarra's local environment and nature. Moreover, Yarra seeks to support and connect neighbours to take collective action for sustainable consumption and lifestyles.

Ecology and Natural Environment

City of Yarra's Open Space Strategy (2006) seeks to stimulate open space, completing the gaps in the linear trail networks along the waterways, providing more park infrastructure i.e. seats, tables, shelters, toilets etc., improving the environmental values along the waterway corridors including the Yarra River, incorporating environmental sustainability principles into future park design, maintenance and management practices.

Sustainable Transport

City of Yarra has produced different strategic documents including "Strategic Transport Statement" (2006), "Encouraging and Increasing Walking Strategy" (2005), "Bicycle Strategy" (2010) and "Parking Management Strategy" (2013) that aim to reduce car dependency by promoting walking, cycling and public transport use as a viable and preferable alternatives.

Sustainable Business

City of Yarra is committed to support sustainable business operations in order to increase efficiency and reduce environmental impact. To that end the Yarra Energy Foundation has been created with the express charter to inspire and empower the Yarra community to reduce their carbon footprint to zero.

Sustainable Built Environment

In 2011 the Sustainable Design Assessment in the Planning Process (SDAPP) framework was introduced to ensure Councils' achieve their environmental targets in regards to sustainability in the built environment. SDAPP describes 10 key sustainability categories that need to be addressed in planning applications and seeks to go beyond the requirements as prescribed in the Building Code of Australia (BCA).

- Indoor Environment Quality
- Transport
- Energy Efficiency
- Waste Management
- Water Efficiency
- Urban Ecology
- Stormwater Management
- Innovation
- Building Materials
- Construction and Building Management

Furthermore, several strategic documents "City of Yarra Urban Design Strategy" (2011), "Open Space and Recreation Shading" (2011), "ESD Building Policy" (2014), "Asset Management Policy" (2011) have been introduced to ensure sustainable infrastructure and built form.

Waste Management

The waste strategy developed in "City of Yarra Waste and Resource Recovery Strategy 2014-2018" (2014) is guided by three objectives; generate less waste, increase the amount of materials which are recycled and reduce damage to our environment caused by waste.

Greenhouse Gas Emission

City of Yarra has set the following targets for Greenhouse Gas reduction by 2020:

- 20% reduction of Greenhouse gasses by the commercial and industrial sector.
- Carbon Neutral operations for City of Yarra.

Furthermore, greenhouse gas reduction in the built environment will be guided by SDAPP which is currently prescribing a 10% reduction of greenhouse gas for new building and extensions against the provided benchmark.

Water Consumption and Quality

City of Yarra has made a commitment to provide leadership in sustainable water management. In order to achieve this target the following overarching objectives have been formulated in the "Water Action Plan" (2006): Reduce water consumption, improve stormwater quality entering the Yarra River and local creeks, and demonstrate positive change within Council to facilitate community action in water conservation and stormwater quality improvement.

This strategy was reinforced and expanded upon in the "Water Sensitive Urban Design Guidelines" (2011) in which Council commits to the following goals: reduction of potable water use, maximising water re-use, reduction of wastewater discharge, minimisation of stormwater pollution before discharge to receiving waters, and protection of groundwater.

Climate Change Resilience and Food Systems

City of Yarra aims to stimulate Urban Agriculture through the introduction of the "Urban Architecture Strategy 2014-2018" (2014). The strategy seeks to strengthen and facilitate education and training in the area of urban agriculture, support community leaders in developing urban agriculture in their local communities, facilitate opportunities for the inclusion of urban agriculture into the community.

9.4 ESD Yarra Planning Scheme

The following clauses of the Yarra Planning Scheme are relevant to ESD for the proposed development:

- Cl 21.05 Built Form - focusses on protecting heritage places and a built form that maintains identified local character, encourage community interaction and activity and protect and enhance landscape qualities.
- Cl 21.06 Transport - aims to reduce car dependency by promoting walking, cycling and public transport.
- Cl 21.07 Environmental Sustainability - has the objective to promote environmentally sustainable development, protect wildlife, balance ecological and recreational values of waterway corridors and improve water quality and flow characteristics of storm water run-off.
- Cl 22.10 Built Form and Design Policy - addresses environmental sustainability as one of the building blocks that guide built form and design. The following environmental sustainable design objectives are formulated; ensure that new development is environmentally sustainable, minimise the use of energy and natural resources in the construction and operation of buildings, facilitate on-site stormwater infiltration or collection for reuse, reduce the impact of stormwater run-off on the drainage system, reduce the impact of stormwater on the water quality of the Yarra River, Darebin and Merri Creeks.
- Cl 22.16 Stormwater Management (Water Sensitive Urban Design) - prescribes that all new building, extensions (larger than 50m²) and subdivision in business zones will need to implement a water sensitive urban design strategy in order to achieve improved stormwater quality and reduce the impact of urban development on waterways and receiving water bodies.
- Cl 22.17 Environmentally Sustainable Development - prescribes that all residential and on-residential buildings will need to achieve a best practice standard in environmental sustainable development from the design stage through to construction and operation. Buildings will be benchmarked against the Built environment Sustainability Scorecard (BESS) that is based on the SDAPP framework.
- Cl 52.06 Car parking - has the objective to ensure an appropriate number of car parking spaces have been provided to the development in accordance with table 1 to Clause 52.06-5.
- Cl 52.34 Bicycle Facilities - prescribes that all new buildings are required to implement bicycle facilities in accordance with this Table 1 to Clause 52.34-3 in order to encourage cycling as a mode of transport.

9.5 ESD Proposed Measures

Sustainable Living and Working

The rezoning of the site will create interconnectedness and stimulate social cohesion by combining all proposed uses identified, on one site. Additionally, the site will include open landscaped areas available for residents, employees and the public to stimulate increased engagement with the local environment and nature. Adjacent to the open landscaped area is a communal activity area, located in the heritage building, will be provided for residents and the local community. It is proposed to have a workshop which in itself references the heritage usage of this building.

The rooftops of the proposed residential buildings will be activated for communal activities, engaging with nature and on-site renewables.

Ecology and Natural Environment

With the rezoning of the site a commitment will be made to incorporate public open space that will include seating options and extensive native vegetation. The proposed site will provide an improved connection with the Yarra River bicycle trail and waterway corridors which will stimulate local residents and visitors to use these facilities on a more frequent basis.

A commitment will be made to include sufficient permeable area on site and integrate native vegetation and vegetable gardens on rooftops and greening of building facades.

The existing tree along Doonside Street is to be retained and shall become a focal point for social gatherings.

9.5.1 Sustainable Transport

The site is in close proximity of public transport, bicycle trails and primary walking ways which connect the site to shops, local activities and the Melbourne CBD. From a sustainable transport perspective this location is very suitable for mixed use development.

The proposed development will promote cycling and pedestrian activity through the following:

- Residents will be stimulated to reduce their car dependency by incorporating 1 secure bicycle space per apartment and a site design that promotes the use and accessibility of the Yarra River bicycle trail and on street bicycle paths;
- Commercial tenancy parking to be provided at a ratio of 1 bicycle space per 100sqm of food and drinks tenancy and 1 bicycle space per 300sqm of office space;
- Sufficient visitor bicycle parking spaces will be provided on-site.
- Walkway connectivity through the implementation of on-site primary and secondary links throughout the site and connecting with the adjacent site to the north.

9.5.2 Sustainable Business

The on-site commercial spaces should make an effort to increase their energy efficiency and reduce their environmental impact.

9.5.3 Sustainable Built Environment

The proposed development and any future development at 81-95 Burnley Street and 26-34 Doonside Street, Richmond should seek to achieve a total BESS score $\geq 60\%$, with no critical category (Management, Energy, Water, Stormwater, IEQ) achieving below 50%.

Any development will take into consideration the following built form priorities:

- The majority of apartments have been designed to take advantage of north solar gains.
- Buildings are of mid- to high-rise and demonstrate residential densities in line with Plan Melbourne 2017-2050 outcome 2.
- Consider natural cross-flow ventilation strategies to apartments.
- Consider spacing of apartment blocks to minimise overshadowing.

9.5.4 Waste Management

A commitment should be made to recycle 90% of demolition and construction waste when redeveloping the site. In a bid to minimise demolition waste, all heritage listed structures will be retained thus reducing landfill.

All future buildings should be equipped with separate on-site general, recycling, green and hard waste areas easily accessible for all occupants and tenants.

9.5.5 Greenhouse Gas Emission

The following measures will secure efficient use of fossil fuels:

- Existing commercial areas will be retrofitted to achieve a 20% energy efficiency improvement on the reference case defined in BCA Section J;
- Any development will integrate on-site renewable energy generation;
- Passive design strategies will be incorporated in any future development;
- The development will seek to install energy efficient systems.

9.5.6 Water Consumption and Quality

The following measures will secure efficient use of potable water and sufficient water sensitive urban design strategies:

- 10% reduction of total potable water use relative to the BESS benchmark;
- A water efficient fire test system will be included by installing onsite recapture of test water;
- Rainwater should be harvested from all roof areas and reticulated to rainwater tanks on site;
- Any development will achieve $\geq 100\%$ STORM score for the total site.

9.5.7 Climate Change Resilience and Food Systems

- The rooftops of the residential buildings should be used in part for food cultivation and composting of green waste.
- On-site rainwater harvesting and reuse.
- Passive solar design will seek to address temperature rise by providing a high efficiency thermal envelope.

010 CONCLUSION

This report has detailed a request on behalf of Astrodome Hire Pty Ltd to rezone the land known as 81-95 Burnley Street and 26 -34 Doonside Street, Richmond from the Industrial 3 Zone (IN3Z) to a Mixed Use Zone (MUZ).

In conjunction with the rezoning, it is intended to apply a Development Plan Overlay (DPO) and Environmental Audit Overlay (EAO) to the land.

This Planning Scheme Amendment will provide net community benefits through:

- The retention of a longstanding major local business, and a significant net increase of jobs across the site.
- The creation of new public open spaces, pedestrian laneways and other local amenity improvements.
- The provision of 10% of dwellings to be for affordable housing.
- The restoration of heritage buildings including the entire building at 26 Doonside Street.
- Contribution to the future signalisation of Doonside Street and Burnley Street intersection.
- The provision of additional residential, commercial, retail and home office land uses within an activity centre and walking distance of its catchment.
- Implementation of the policies of the Yarra Planning Scheme and Plan Melbourne 2017-2050.

The proposed rezoning is consistent with the planning objectives in Victoria, and in particular, Plan Melbourne 2017-2050. The proposed rezoning to Mixed Use Zone (MUZ) is explicitly supported by a number of references in the Yarra Planning Scheme. It furthers the objectives of the Yarra Planning Scheme in relation to housing, heritage, employment, public open space, and urban design.

We respectfully request that this rezoning request to amend the Yarra Planning Scheme be forwarded to the Minister for Planning pursuant to section 9(2) of the Planning and Environment Act 1987 for authorisation to formally prepare the amendment.

