

Agenda

Council Meeting

7.00pm, Tuesday 1 June 2021

Richmond Town Hall

www.yarracity.vic.gov.au

Council Meetings

Council Meetings are public forums where Councillors come together to meet as a Council and make decisions about important, strategic and other matters. The Mayor presides over all Council Meetings, and they are conducted in accordance with the City of Yarra Governance Rules 2020 and the Council Meetings Operations Policy.

Council meetings are decision-making forums and only Councillors have a formal role. However, Council is committed to transparent governance and to ensuring that any person whose rights will be directly affected by a decision of Council is entitled to communicate their views and have their interests considered before the decision is made.

There are two ways you can participate in the meeting.

Public Question Time

Yarra City Council welcomes questions from members of the community.

Ideally, questions should be submitted to Council in writing by midday on the day of the meeting via the form available on our website. Submitting your question in advance helps us to provide a more comprehensive answer. Questions that have been submitted in advance will be answered first.

Public question time is an opportunity to ask questions about issues for which you have not been able to gain a satisfactory response on a matter. As such, public question time is not:

- a time to make statements or engage in debate with Councillors;
- a forum to be used in relation to planning application matters which are required to be submitted and considered as part of the formal planning submission;
- a forum for initially raising operational matters, which should be directed to the administration in the first instance.

If you wish to raise matters in relation to an item on this meeting agenda, Council will consider submissions on these items in conjunction with and prior to debate on that agenda item.

When you are invited by the Mayor to ask your question, please come forward, take a seat at the microphone, state your name clearly for the record and:

- direct your question to the Mayor;
- refrain from making statements or engaging in debate
- don’t raise operational matters which have not previously been raised with the Council administration;
- not ask questions about matter listed on the agenda for the current meeting.
- refrain from repeating questions that have been previously asked; and
- if asking a question on behalf of a group, explain the nature of the group and how you are able to speak on their behalf.

Once you have asked your question, please remain silent unless called upon by the Mayor to make further comment or to clarify any aspects.

Public submissions

Before each item is considered, the meeting chair will ask people in attendance if they wish to make submission. If you want to make a submission, simply raise your hand and the Mayor will invite you to come forward, take a seat at the microphone, state your name clearly for the record and:

- Speak for a maximum of five minutes;
- direct your submission to the Mayor;
- confine your submission to the subject under consideration;
- avoid repetition and restating previous submitters;
- refrain from asking questions or seeking comments from the Councillors or other submitters;
- if speaking on behalf of a group, explain the nature of the group and how you are able to speak on their behalf.

Once you have made your submission, please remain silent unless called upon by the Mayor to make further comment or to clarify any aspects.

Once all submissions have been received, the formal debate may commence. Once the debate has commenced, no further submissions, questions or comments from submitters can be received.

Arrangements to ensure our meetings are accessible to the public

Council meetings are held at either the Richmond Town Hall or the Fitzroy Town Hall. The following arrangements are in place to ensure they are accessible to the public:

- Entrance ramps and lifts (off Moor Street at Fitzroy, entry foyer at Richmond).
- Interpreting assistance is available by arrangement (tel. 9205 5110).
- Auslan interpreting is available by arrangement (tel. 9205 5110).
- A hearing loop is available at Richmond only and the receiver accessory is available by arrangement (tel. 9205 5110).
- Proposed resolutions are displayed on large screen.
- An electronic sound system amplifies Councillors' debate.
- Disability accessible toilet facilities are available at each venue.

Recording and Publication of Meetings

An audio recording is made of all public Council Meetings and then published on Council's website. By participating in proceedings (including during Public Question Time or in making a submission regarding an item before Council), you agree to this publication. You should be aware that any private information volunteered by you during your participation in a meeting is subject to recording and publication.

Order of business

1. **Acknowledgement of Country**
2. **Attendance, apologies and requests for leave of absence**
3. **Announcements**
4. **Declarations of conflict of interest**
5. **Confidential business reports**
6. **Confirmation of minutes**
7. **Public question time**
8. **Council business reports**
9. **Notices of motion**
10. **Petitions and joint letters**
11. **Questions without notice**
12. **Delegates' reports**
13. **General business**
14. **Urgent business**

1. Acknowledgment of Country

"Yarra City Council acknowledges the Wurundjeri Woi Wurrung people as the Traditional Owners and true sovereigns of the land now known as Yarra.

We acknowledge their creator spirit Bunjil, their ancestors and their Elders.

We acknowledge the strength and resilience of the Wurundjeri Woi Wurrung, who have never ceded sovereignty and retain their strong connections to family, clan and country despite the impacts of European invasion.

We also acknowledge the significant contributions made by other Aboriginal and Torres Strait Islander people to life in Yarra.

We pay our respects to Elders from all nations here today—and to their Elders past, present and future."

2. Attendance, apologies and requests for leave of absence

Attendance

Councillors

• Cr Gabrielle de Vietri	Mayor
• Cr Claudia Nguyen	Deputy Mayor
• Cr Edward Crossland	Councillor
• Cr Stephen Jolly	Councillor
• Cr Herschel Landes	Councillor
• Cr Anab Mohamud	Councillor
• Cr Bridgid O'Brien	Councillor
• Cr Amanda Stone	Councillor
• Cr Sophie Wade	Councillor

Council officers

• Vijaya Vaidyanath	Chief Executive Officer
• Brooke Colbert	Group Manager Advocacy and Engagement
• Ivan Gilbert	Group Manager Chief Executive's Office
• Lucas Gosling	Director Community Wellbeing
• Gracie Karabinis	Group Manager People and Culture
• Chris Leivers	Director City Works and Assets
• Diarmuid McAlary	Director Corporate, Business and Finance
• Bruce Phillips	Director Planning and Place Making
• Rhys Thomas	Senior Governance Advisor
• Mel Nikou	Governance Officer

3. Announcements

An opportunity is provided for the Mayor to make any necessary announcements.

4. Declarations of conflict of interest (Councillors and staff)

Any Councillor who has a conflict of interest in a matter being considered at this meeting is required to disclose that interest either by explaining the nature of the conflict of interest to those present or advising that they have disclosed the nature of the interest in writing to the Chief Executive Officer before the meeting commenced.

5. Confidential business reports

Nil

6. Confirmation of minutes

RECOMMENDATION

That the minutes of the Council Meeting held on Tuesday 18 May 2021 be confirmed.

7. Public question time

An opportunity is provided for questions from members of the public.

8. Council business reports

Item		Page	Rec. Page	Report Presenter
8.1	PLN17/0703.02 - 640 Heidelberg Road, Alphington - Village Precinct - Section 72 Amendment	8	101	Amy Hodgen – Senior Coordinator Statutory Planning
8.2	PLN16/0085.01 - 115 Victoria Parade and 28 - 42 Young Street, Fitzroy - Australian Catholic University. Amendment to Development Plan to include an addendum for a park.	258	276	Mary Osman – Manager Statutory Planning
8.3	Extended Outdoor Dining	443	450	Simon Osborne – Coordinator Economic Development

9. Notices of motion

Nil

10. Petitions and joint letters

An opportunity exists for any Councillor to table a petition or joint letter for Council's consideration.

11. Questions without notice

An opportunity is provided for Councillors to ask questions of the Mayor or Chief Executive Officer.

12. Delegate's reports

An opportunity is provided for Councillors to table or present a Delegate's Report.

13. General business

An opportunity is provided for Councillors to raise items of General Business for Council's consideration.

14. Urgent business

An opportunity is provided for the Chief Executive Officer to introduce items of Urgent Business.

8.1 PLN17/0703.02 - 640 Heidelberg Road, Alphington - Village Precinct - Section 72 Amendment

Executive Summary

Purpose

This report provides Council with an assessment of an application to amend Planning Permit PLN17/0703 at 640 Heidelberg Road, Alphington against the provisions of the Alphington Paper Mill Development Plan 2016 and the Yarra Planning Scheme.

The key amendments include:

(a) Deletion of the education facility (school);

(b) Include a medical centre and increase the floor area of the gymnasium;

(c) Increase the number of apartments from 313 dwellings to 431 dwellings;

(d) Reduce the floor area of the office and speciality shops;

(e) Introduce liquor license for packaged liquor; and

(f) Various amendments to the plans and elevations, including:

  (i) Replacement of office building in the south-east corner of the site with an apartment building and change in design and materials;

  (ii) Increase in height at the south-eastern section of the site from RL56m to RL60.99m;

  (iii) Change in materials to the South-West Building;

  (iv) Reduction in height to the Civic Building and change in materials;

  (v) Additional articulation to Heidelberg Road; and

  (vi) Community facilities “warm shell” to be split across two levels and reduction in the facilities (bathrooms/storage).

Key Issues

The key issues for Council in considering the proposal relate to consistency with the Alphington Paper Mill Development Plan (**DP**) and relevant provisions of the Yarra Planning Scheme (**the Scheme**), including Clause 58 (Apartment Developments).

The key planning considerations addressed in this report include:

(a) Strategic justification;

  (i) The proposed amendments while numerous are not significant. The strategic vision for this precinct (the Village) is maintained.

(b) Land Use;

  (i) The amended distribution of land uses continues to be in accordance with the mix activities anticipated within the Village Precinct, which includes both commercial and residential uses; and

  (ii) The amendment includes the relocation of some uses, creating potential interface concerns relating to noise. This will need to be further investigated via an amended acoustic report;

(c) Packaged Liquor;

  (i) A liquor license is sought for one of the shops to sell packaged liquor, this amendment is supported.

(d) Development Plan Design Guidelines:

(i) Built Form;

- The proposed amendment maintains the distinct campus of buildings, with minimal change to the scale and form of the proposed development.
- The change occurs at the south-eastern corner where the amendment seeks to replace a 6 storey office building with a more recessive apartment building which exceeds the preferred height by one storey. The additional height is offset by setbacks with no additional overshadowing.
- The Civic Building, containing the community facilities, is proposed to be reduced in height by one storey.
- Wind analysis has identified potential exceedances along the Outer Circle Mews and the Level 1 outdoor dining area that will need to be addressed via amended permit conditions.

(ii) Connectivity & Interaction;

- The amendment generally provides a high level of connectivity and interaction with the street level.

(iii) Building Layout & Design;

- The amendment alters the building locations, increasing the separation from the North building and reducing the separation between the South-East and South-West towers. Adequate building separation is maintained.
- The proposed amendments continue to present a well-resolved design, with support from the external urban design advisor.
- Greater articulation is required to the northern wall of the South-West building and the northern wall of the East building. Both items are addressed via conditions within the recommendation.

(iv) Open space and landscape design;

- Generous open space areas are maintained for the residents. Various outstanding items/details to be addressed via condition.

(v) Environmentally Sustainable Design;

- The proposed development maintains an acceptable level of environmentally sustainable design.

(vi) Apartment Specific Guidelines;

- Generally compliant with some matters requiring further attention via conditions.

(e) Clause 58 (Apartment Developments);

(i) The proposed amendments maintain a high level of compliance with these standards. Various conditions have been retained or added in the recommendation for the amended permit for dimensions and details to be added to the plans to confirm compliance with all internal amenity standards.

(f) Car parking, bicycle facilities and traffic generation;

(i) The amendment seeks to marginally increase the car parking provided on site from 1,326 spaces to 1,342 spaces. The gross reduction in car parking has also increased from 265 spaces to 321 spaces.

(ii) Traffic generation is not expected to noticeably increase as a result of the current amendment.

(iii) Bicycle facilities have been provided in accordance with best practice and is supported by Council's Strategic Transport Unit.

(g) Community facilities;

(i) In Council resolution of December 2015, it was resolved that the applicant would provide a community space of 300sqm fitted out, a 1,400sqm “warm shell”, an outdoor multi-purpose court (netball standard) and associated pavilion and store (apprx. 300sqm).

(ii) This was amended in the Council resolution of October 2018, in which Council supported a community space of 300sqm fitted out with associated facilities, a 1,000sqm “warm shell”, an indoor multi-purpose court including gender-neutral toilets/change facilities and a kitchen kiosk to service the multi-purpose court and community facility.

(iii) The key change in the current amendment is to split the 1,000sqm “warm shell” into two areas, located on Level 1 and Level 2. This is generally accepted by officers, subject to the provision of bathroom amenities on both levels. Additional conditions are also recommended regarding the detail of the fitted-out community space, additional storage and bathroom facilities, spectator stage for the multi-purpose court and the inclusion of a kitchen to service both the multi-purpose court and community facility.

(iv) The current amendment also seeks to reduce the capacity of the community facilities from a maximum of 300 patrons to 200 patrons. This amendment is not supported.

Financial Implications

None at this stage. However, there is a risk for a challenge of any decision Council makes at the Victorian Civil and Administrative Tribunal.

Submissions

The application is exempt from notification pursuant to the Development Plan Overlay. No submissions have been received in relation to the amendment.

Key Recommendations

Based on the following report, the proposal is considered to comply with the relevant planning policy and should therefore be supported subject to the following key conditions:

(a) Further analysis of acoustic impacts on sensitive uses;

(b) Further assessment of potential wind impacts;

(c) Deletion of the cinema screen facing the Village Square;

(d) Increased articulation to the northern wall of the South-West Building & the East Building;

(e) Additional staff car parking; and

(f) Additional amenities and storage for the community facilities.

CONTACT OFFICER: **Amy Hodgen**
TITLE: **Senior Coordinator Statutory Planning**
TEL: **9205 5330**

8.1 PLN17/0703.02 - 640 Heidelberg Road, Alphington - Village Precinct - Section 72 Amendment

Reference	D21/21255
Author	Amy Hodgen - Senior Coordinator Statutory Planning
Authoriser	Manager Statutory Planning

Ward:	Langridge
Proposal:	Section 72 Amendment to make various modifications to permit conditions and the plans including: (a) Deletion of the education facility (school); (b) Include a medical centre and increase the floor area of the gymnasium; (c) Increase the number of apartments from 313 dwellings to 431 dwellings; (d) Reduce the floor area of the office and speciality shops; (e) Introduce liquor license for packaged liquor; and (f) Various amendments to the plans and elevations including an increase in height at the south-eastern section of the site from RL56m to RL60.99m.
Existing use:	Vacant Land (Former Amcor Paper Mill)
Applicant:	Alpha APM No. 2 Pty Ltd
Zoning / Overlays:	Mixed Use Zone Development Plan Overlay – Schedule 11 Environmental Audit Overlay Heritage Overlay (HO70) Development Contributions Plan Overlay – Schedule 1
Date of Application:	20 July 2020
Application Number:	PLN17/0703.02

Planning History

1. The subject site is located within the Alphington Paper Mill (**APM**) site. The APM site has an extensive history relevant to the consideration of this application as detailed below.
2. On 18 July 2013, Schedule 11 to the Development Plan Overlay Schedule was applied to the site via Amendment C200 to the Yarra Planning Scheme. This was approved by the Minister of Planning (**the Minister**) at that time.
3. The Alphington Paper Mill Development Plan (Parts 1 & 2) was endorsed on 27 May 2016 in accordance with clause 3.0 of Schedule 11 to the Development Plan Overlay. This is the first Development Plan that has been prepared and endorsed for the site since the Development Plan Overlay Schedule 11 was introduced into the Yarra Planning Scheme on 18 July 2013.
4. Since the Alphington Paper Mill Development Plan (**DP**) was endorsed, several planning permits have been issued in accordance with the DP. These were detailed within the original report. Planning permits and current applications for land immediately surrounding the subject site are discussed in this report within the surrounds description.

Background

5. At the Special Council meeting on 29 May 2018, Council resolved to issue a Planning Permit PLN17/0703 for:

   (a) *Use and Development of the land for a mixed use development containing dwellings, supermarkets, shops, food and drink premises, office (including medical centre), restricted recreation facility (gym), childcare centre, education centre (primary school) and place of assembly and a reduction in the car parking requirements and creating access to a Road Zone Category 1 Road generally in accordance with the Development Plan.*

6. The permit PLN17/0703 was subsequently issued on 5 June 2018 subject to a suite of permit conditions. This included various conditions that were either added or modified at the Special Council meeting.

7. Plans have not been submitted for endorsement in accordance with the conditions of this permit.

8. On 7 December 2018, an amendment was lodged to Planning Permit PLN17/0703 to make various changes to the application plans and conditions.

9. At a Council meeting on 16 April 2019, Council resolved to issue an Amended Planning Permit PLN17/0703 to facilitate the following amendments:

   (a) *Pursuant to Section 73 and 74 of the Planning and Environment Act 1987, amendment to the layout, materials and design of the approved development, introduce serviced apartments and amended various permit conditions, including provision of staging.*

10. The amended permit PLN17/0703 was subsequently issued on 6 May 2019 subject to various amended conditions. The permit conditions will be discussed as relevant in this report.

11. Plans have not yet been endorsed against the conditions.

Community Facilities

12. At its meeting on Tuesday, 2 October 2018, Council considered a possible revised layout to the community infrastructure within the Village Alphington Development and resolved the following (inter alia):

   (a) *That Council, having noted Proposal 2 (being a possible revised layout) provide a preliminary comment that:*

      (i) *the indoor multi-purpose court is considered beneficial compared to the open court area; and*

      (ii) *the general configuration of the possible revised layout is broadly supportable subject to modifications, which will be further discussed later within this report; and*

   (b) *That Alpha Nominees be advised that:*

      (i) *the above resolution is based on the submission of schematic plans only, and the comments provided in this resolution are preliminary comments only to a formal statutory planning process regarding the community facility components that would be vested in Yarra City Council, and*

      (ii) *that a formal Council decision would be required based on the submission of necessary town planning plans, and other required documentation, that also show any other consequential changes to the plans determined by Council in June 2018; and*

(c) *That Alpha Nominees be advised that any formal proposed changes to the community facilities (and other consequential changes) will require a complete town planning submission which can be processed in accordance with the statutory planning process and further, that the decision of that planning process will be determined by the full Council.*

13. The revised layout for the Community Facilities presented at the Council meeting on 2 October 2018 was formalised as part of the previous amendment issued 6 May 2019. The current amendment seeks to make further modifications to the layout of the Community Facilities. This will be discussed in greater detail later within this report.

Subject Address

14. Since the previous amendment application, the address of the subject site has been updated from 626 Heidelberg Road to 640 Heidelberg Road, Alphington. This has been reflected in the current application and will be updated on the amended permit, if one is to issue.

Planning Scheme Amendments

15. On 1 February 2021, the Minister for Planning formally gazetted Planning Scheme Amendment C238, which introduced a Development Contributions Plan Overlay over the entire municipality. This overlay requires developers to pay a contribution towards essential city infrastructure like roads and footpaths, as well as community facilities. The requirements of this provision have immediate effect. A condition and a note have been included in the recommendation to require the development contributions to be met prior to commencement of the development.

The Proposal

16. The current amendment application seeks to make various changes to the decision plans considered in the previous amendment application. This will also result in deletion and modification of various conditions within the planning permit. These will be discussed as relevant through the report.

17. The permit preamble will generally remain unchanged, except for the removal of reference to ‘use of land for an education centre (primary school)’ with this use being deleted as part of the current amendment application and the addition of ‘use of land as a medical centre’, which is now proposed. The sale of packaged liquor is also proposed to be included, associated with a bottle shop within the centre.

18. In addition to changes to permit conditions as a result of the amended plans and reports, the permit applicant is also seeking the following changes to the current conditions:

(a) Deletion of Conditions 31 – 33 which related to the Primary School to be removed from the application;

(b) Amend condition 35 to reduce the capacity of the childcare centre from 120 children to 90 children;

(c) Amend Condition 41 to increase the capacity of the food and drink premises from 170 patrons to 192 patrons;

(d) Amend Condition 43 to reduce the capacity of the community facility from 300 patrons to 200 patrons; and

(e) Amend Condition 45 to increase the capacity of the gym from 386 patrons to 509 patrons due to the increase floor area.

Use

19. The application seeks to introduce a medical centre with a maximum of 3 medical practitioners at any one time and operating from 6am to 10pm, Monday to Sunday.

20. A comparison between the proposed uses (and area/size) from the previous amendment application is provided in the table below:

Land Use	Previous Amendment	Current proposal
Supermarket x 2	5,797 sqm	unchanged
Specialty Retail	4,062 sqm	3,760 sqm
Food and Drink	337 sqm (170 patrons)	383 sqm (192 patrons)
Office	9,196 sqm	6,796 sqm
Commercial	678 sqm	669 sqm
Childcare Centre	975sqm (120 children)	739 sqm (90 children)
Gymnasium	892sqm	2,545 sqm
Medical Centre	N/A	428 sqm (3 practitioners)
Primary School (Years 5 & 6)	4,052 sqm	N/A
Community Space	2,281 sqm (300 patrons)	2,240 sqm (200 patrons)
Dwellings	313 (43 x 1 bed, 257 x 2 bed, 13 x 3 bed	431 (70 x 1 bed, 345 x 2 bed, 16 x 3 bed)
Serviced Apartments	40	32

Liquor Licence

21. A packaged liquor licence is proposed to a 350sqm tenancy (Vintage Cellars) within the ground floor adjacent to the supermarket, operating from 9am to 11pm.

Car parking

22. A summary of the original and proposed car parking and bicycle allocation is provided in the table below:

	Original	**Proposed**
Car Parking		
Visitor	461	471
Resident/staff	557	550
TOTAL	**1018**	**1021**
Bicycle Parking		
Visitor	216	216
Resident	313	431
Staff	56	101
Students	38	N/A
Serviced Apt	4	3
TOTAL	**627**	**751**

23. As illustrated above, both the car parking and bicycle facilities have increased since the previous application, however the distribution of spaces has changed.

Floor Plans

24. A summary of changes of the proposed development at each level is provided below:

Basement 1

(a) The basement level has been increased in size providing 162 car spaces (112 spaces previously);

(b) An increase to 289 bicycle spaces have been provided at this level (118 previously), and an increase in end of trip facilities;

(c) A 100kL rainwater tank is retained;

Lower ground floor

(d) Residential lobby added to the south-east corner facing Mills Boulevard for the East apartment building, with subsequent reduction in the shop tenancy from 480sqm to 441sqm;

(e) 402 car spaces retained (no change) with bicycle spaces increased to 390 spaces (383 previously);

Ground floor

(f) The shop tenancy in the north-east corner has increased in size from 289sqm to 452sqm by enclosing the external terrace previously provided along Heidelberg Road and extending into the bicycle storage area previous allocated to the school;

(g) Shop tenancy adjacent to the central supermarket has been relabelled as “Liquor – Vintage Cellars” with ‘red line’ liquor license area added;

(h) Bicycle spaces reduced from 126 spaces to 72 spaces;

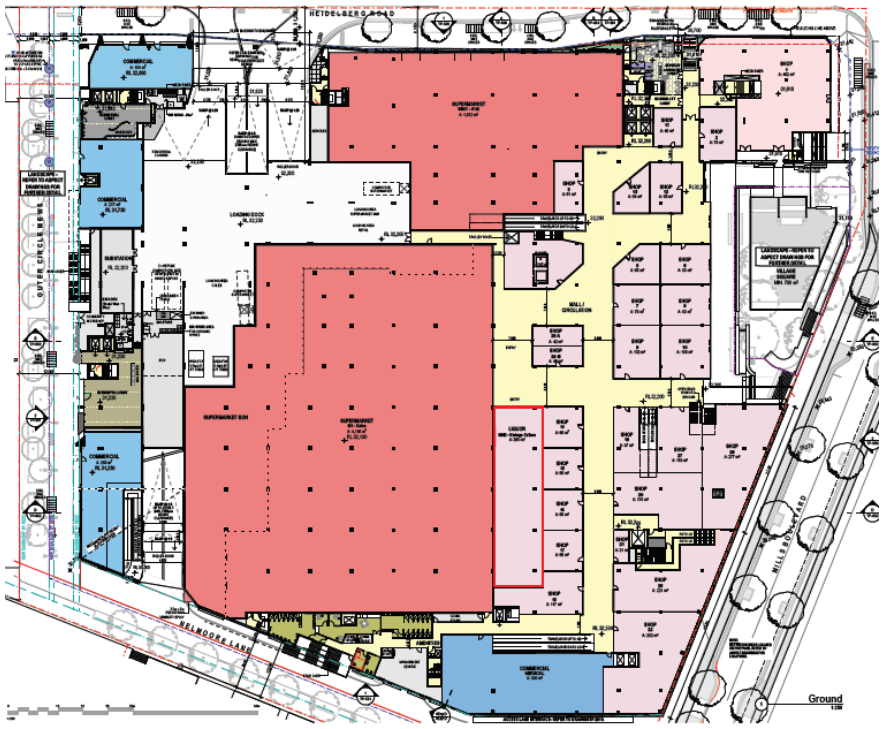


Figure 1: Ground Floor Plan TP-202

Level 1

(i) Car parking area has reduced to 210 car spaces (previously 275 car spaces);

(j) An additional dwelling added facing the Outer Circle Mews and another dwelling extended in length along the Mews;

(k) School deleted and replaced in part with the community facilities (warm shell);

(l) Serviced apartments replacing the community facilities along Heidelberg Road, including amenities (staff room, conference room, gym, storage and offices;

(m) Office/childcare lobby added between the community facilities;

(n) Gymnasium facing Mills Boulevard replaced with an office tenancy;

(o) Gymnasium relocated within the area previously allocated to car parking and deletion of one of the light voids into ground level below;

Level 2

(p) Car parking area has increased with 247 car spaces (Previously 229 spaces);

(q) One of the dwellings facing the Outer Circle Mews deleted (replaced with car parking);

(r) Community facilities (734sqm) added within the previous void space;

(s) Service apartments reduced (including relocation of amenities to Level 1) and subsequent increased commercial office space;

(t) U-shape large (3000sqm) office tenancy within the south-eastern portion of the development replaced with 19 apartments forming the East Building (refer to apartment building references in Figure 2 below). This building remains in a U-formation with a large central courtyard;

(u) Balconies provided along the southern boundary (in eastern corner), with the apartments set back of 4.42m (previously building extended to the boundary);

(v) South-eastern corner balcony extends beyond the title boundary (into Mills Boulevard);

(w) Indents of 2m to 4m along the eastern boundary associated with the balconies and light courts of the introduced dwellings (previously building extended to the boundary);

Level 3

(x) School Level 2 deleted and replaced with an office tenancy;

(y) Serviced apartments reduced with subsequent increase in office floor area;

(z) Increased separation between the North apartment building (facing Heidelberg Road) and the South-East apartment building from 14m-15.9m to 22.9m;

(aa) Southern balcony to the South-East apartment building deleted;

(bb) Various configurations to apartment layout and typology;

(cc) U-shape (3000sqm) office tenancy within the south-eastern portion of the development replaced with the East apartment building as per the level below;

(dd) Balconies setback along the southern boundary (in eastern corner) by a minimum of 2.45m from the boundary, with apartments set back a minimum of 4.42m (previously building extended to the boundary) associated with the East apartment building;

(ee) South-eastern corner balcony extending beyond the title boundary (into Mills Boulevard) as per the level below;

(ff) Indents of 2m to 4m along the eastern boundary associated with the balconies and light courts of the introduced dwellings (previously building extended to the boundary);

Level 4

(gg) School Level 3 deleted – now void for office space below;

(hh) Serviced apartments reduced along Heidelberg Road – now void space for office level below;

(ii) Increased separation between the North apartment building (facing Heidelberg Road) and the western apartment building (from 12m to 13.27m) and the South-East apartment building from 15.3m to 24.3m;

(jj) Apartments inserted into the previous void area for the office now replaced, reflecting u-formation of the apartments within the level below of the East apartment building (including southern and eastern setbacks);

Level 5

(kk) Serviced apartments reduced with subsequent increase in office floor area;

(ll) Increased separation between the North apartment building (facing Heidelberg Road) and the South-West apartment building (from 12m to 13.27m) and the South-East apartment building from 15.3m to 24.3m as per the level below;

(mm) Childcare relocated from the south-eastern corner of the site (now to be largely roof space) to above the community facilities and office space, with outdoor play space above the multipurpose court;

(nn) Western and southern wing of the East apartment building (as per levels below) introduced to area previous shown as roof space and partly the childcare centre;

Level 6

(oo) Serviced apartments reduced with subsequent increase in office floor area;

(pp) Increased separation between the North apartment building (facing Heidelberg Road) and the South-West apartment building (from 12m to 13.27m) and the South-East apartment building from 15.3m to 24.3m as per the levels below;

(qq) School level 4 and outdoor play area deleted (replaced with roof space);

(rr) Western and southern wing of the U-formation apartments (as per levels below) introduced to area previous shown as roof space;

(ss) Level 5 of the office tenancy in the north-east corner;

(tt) Level 5 of the serviced apartments facing Heidelberg Road, directly above the level below with an identical floor layout;

Level 7

(uu) Serviced apartments reduced and replaced with an office tenancy;

(vv) Increased separation between the North apartment building (facing Heidelberg Road) and the South-West apartment building (from 12m to 13.27m) and the South-East (central) apartment building from 15.3m to 24.3m as per level below;

(ww) School level 5 deleted (replaced with roof space);

(xx) Western wing of the East apartment building added to area previous shown as roof space;

Levels 8

(yy) Footprint of the South-West apartment building reduced, with setback from the southern boundary increased from a minimum 9.56m to a minimum 19.3m and increased separation from the North apartment building (as described for Level 7 above);

Level 9

(zz) Footprint of the South-West apartment building reduced, with setback from the southern boundary increased from a minimum 12.64m to a minimum 19.3m and increased separation from the North apartment building (as described for Level 7 above);

Level 10

(aaa) Footprint of the South-West apartment building reduced, with setback from the southern boundary increased from 14m to a minimum 19.3m and increased separation from the North apartment building (as described for Level 7 above);

Level 11

(bbb) Footprint of the South-West apartment building slightly increased, with the minimum setback from the southern boundary reduced from 21.63m to a minimum 19.3m, however increased separation from the North apartment building provided as per Level 7; and

Level 12 - 13

(ccc) Footprint of the South-West apartment building slightly increased, with the minimum setback from the southern boundary reduced from 21.7m to a minimum 19.3m, however increased separation from the North apartment building provided as per Level 7.

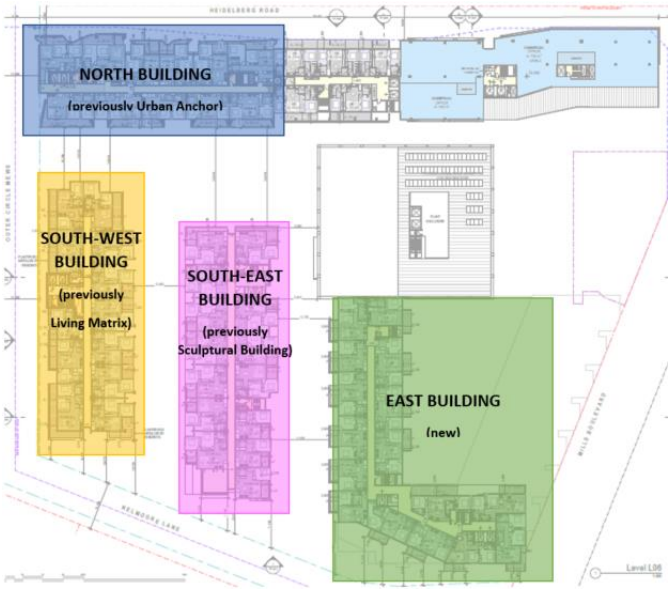


Figure 2 – Apartment building references

Elevation, Materials and Design

Heidelberg Road

25. The elevation is largely unchanged, with the exception for the inclusion of a fourth module to be composed of the brick snap cladding (and reduction in the extent of glazed bricks to the central module). This reflects the reduced area associated with the serviced apartments and the subsequent increase in the office component.

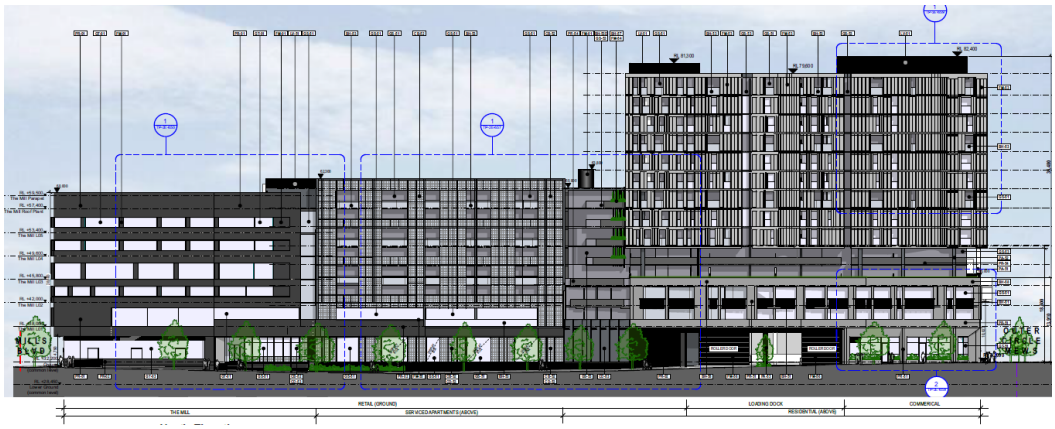


Figure 3: Previous approved amendment Heidelberg Road (north) elevation

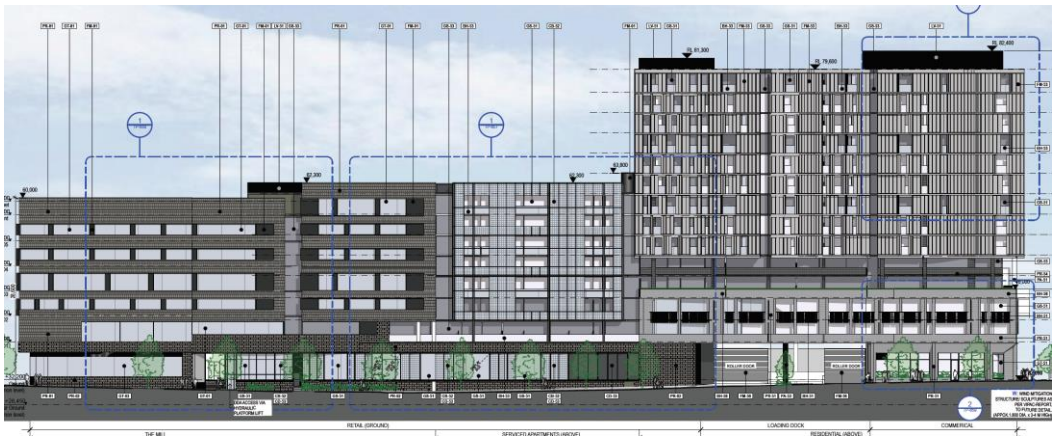


Figure 4 current amendment Heidelberg Road (north) elevation

Outer Circle Mews

26. The material of the podium is largely unchanged, however it is proposed to increase the activation at Level 1 through the inclusion of an additional dwelling, with a subsequent reduction in activation at the second floor, with the dwelling along the Mews at Level 2 to be deleted and the car park to extend along this edge.

27. The design and materiality of the South-West apartment building facing the Outer Circle Mews has been changed, with the perforated metal screen deleted and bronze glass replaced with clear glazing. The building will now be largely composed of a 'midnight blue' Finnish bond brick snap cladding. The curve to the northern side of the building has been changed to a more rectangular form, with this elevation to be composed of a patterned pre-cast concrete.

28. The height of the building facing the Outer Circle Mews has not changed, with this maintained at RL79.2 to the parapet and RL82 to the service screen, however the service screen has been extended further toward the north.

29. Rather than a tapered built form toward the south, the building is to provide a more defined mid-rise built form of 8 storeys at the southern end.

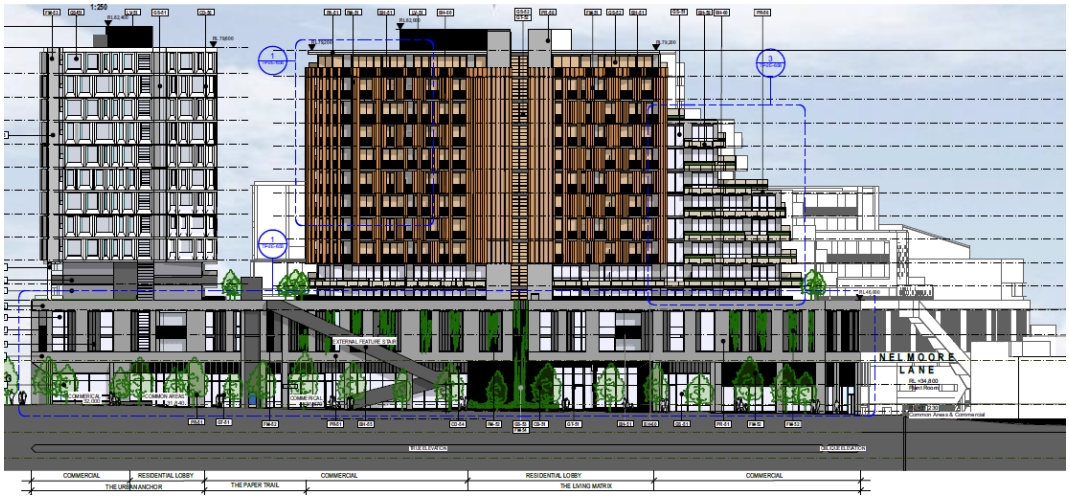


Figure 5: Previous approved Outer Circle Mews (West) elevation

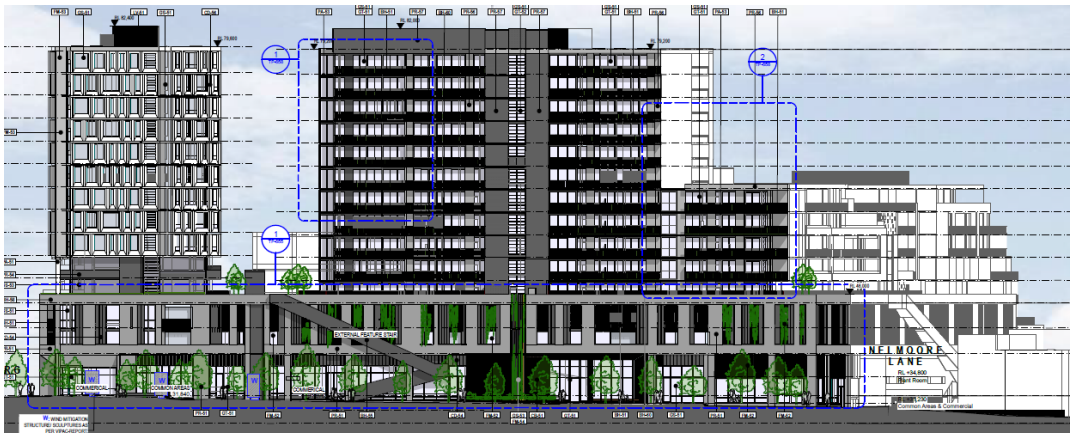


Figure 6: current amendment Outer Circle Mews (West) elevation

Southern Access Lane (Nelmoore Lane)

30. The western portion of the podium along Nelmoore Lane is unchanged. The South-West apartment building is largely unchanged, with the exception for the increased setbacks to the mid-levels as discussed earlier.

31. The material of the South-East apartment building is changed slightly, with '*Midnight Blue*' vertical stack bond brick snap cladding now proposed across all levels, rather than concrete form liner, which has been reduced and is to be used as an accent material. The timber look cladding proposed to the rooftop service screen has also been included within the lower level above the podium.

32. The main change occurs to the eastern portion of the site. The previous plans proposed a 5 storey commercial podium built to the southern boundary to a height of RL51.5m, with a sixth storey set back 12.3m from the southern boundary and reaching a maximum height of RL56m. The commercial building was composed of brick snap cladding in 'rustic tan' with the upper level in a powder-coated steel.

33. The proposal seeks to reduce the street wall height at the eastern end from 5 storey (RL51.5) to 3 storeys (RL41.9). Above, it is proposed to introduce apartments with balconies facing Nelmoore Lane. These are set back from the southern boundary as previously described. A 6 storey mid-rise form, equivalent in height to the previous podium (RL51.5m) is proposed, composed of '*Midnight Blue*' vertical stack bond brick snap cladding. Above this, to the west, and further set back, are an additional two to three levels (i.e. total of 8 to 9 storeys), reaching a maximum height of RL60.99m i.e. increase height of 4.99m. This is equivalent in height to the South-East apartment building. These levels are to be composed of brick snap cladding with an articulated Flemish bond in a rustic blend colour.

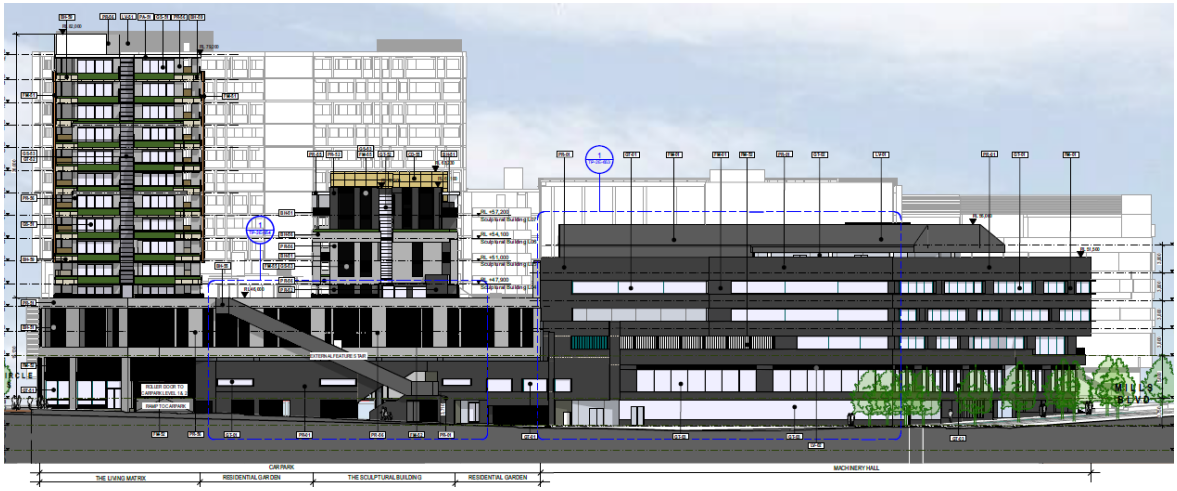


Figure 7: Previous amendment Nelmoore Lane (southern) elevation

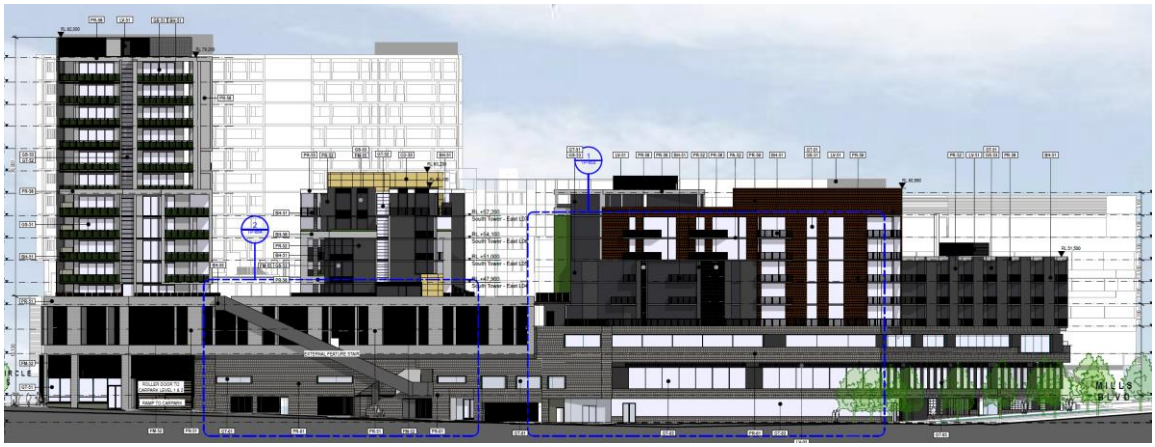


Figure 8: Current amendment Nelmoore Lane (southern) elevation

Mills Boulevard (formally Latrobe Avenue)

34. The southern section of podium along Mills Boulevard has been reduced by two storeys (similar to the southern elevation), to between 2 and 3 storeys (rising with the slope of the land). At the southern corner, above the podium, it is proposed to introduce an apartment building of 5 storeys plus roof terrace/plant enclosure is proposed, reaching a height of RL60.9m. North of this, the apartment building is to step down to 3 storeys, equivalent in height to the original podium at RL51.5m.

35. The materiality of the podium is unchanged, the upper levels of the 3 storey apartment is to be '*Midnight Blue*' vertical stack bond brick snap cladding, matching the southern elevation. The 5 storey apartment building is to be a brick snap cladding with an articulated Flemish bond in a rustic blend colour, also matching the southern elevation.

36. Central to the elevation, the Civic Building, which previously accommodated the school, as well as the community facilities, has been reduced in height by one storey from RL61.8 to RL54.4m. The grid formation to the façade has been retained, however it is to be more acutely expressed with the introduction of a white painted concrete grid frame to the glazing. The glazing is now specified to be a dark glass, rather than a clear glass. The steel cabling detail to the top northern section of this building has also been deleted.

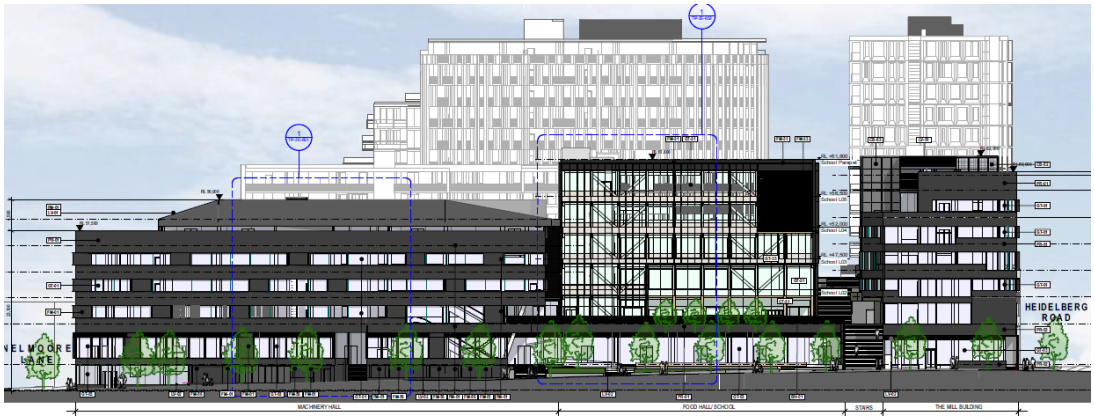


Figure 9: Previous amendment Mills Boulevard (Eastern) elevation

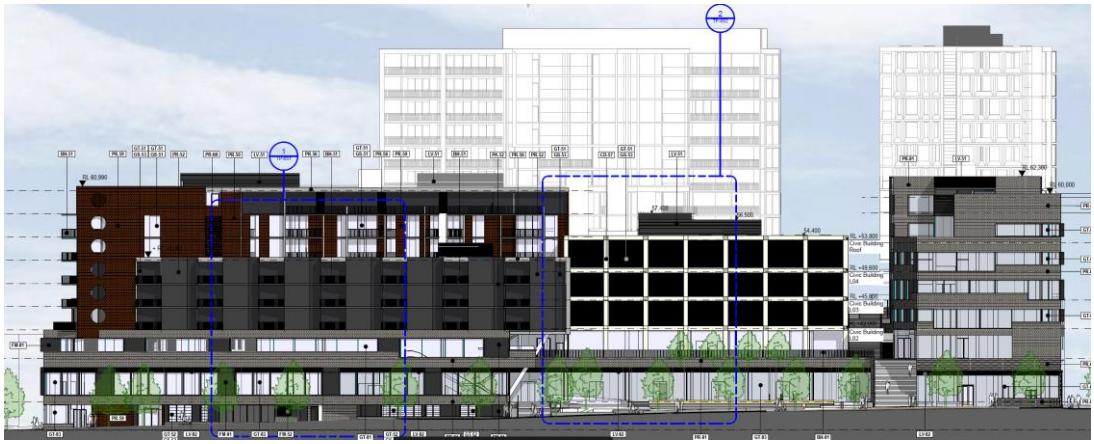


Figure 10: Current amendment Mills Boulevard (Eastern) elevation

37. The applicant has introduced a cinema screen to the northern wall of the East Building facing the Village Square. This is intended to be used for special events and managed by the Owners Corporation.

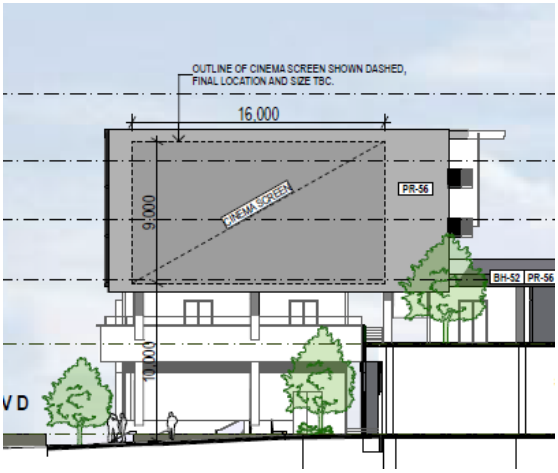


Figure 11 - Cinema screen shown on northern elevation of East Building

Existing Conditions

Subject Site

38. As noted in the background section, the subject address has changed since the previous amendment. It is now referred to as 640 Heidelberg Road, Alphington.

39. The subject site is an irregular shaped site with a frontage to Heidelberg Road of 163.85m, Latrobe Avenue (Mills Boulevard) of 171.71 and an overall area of 2.066ha.

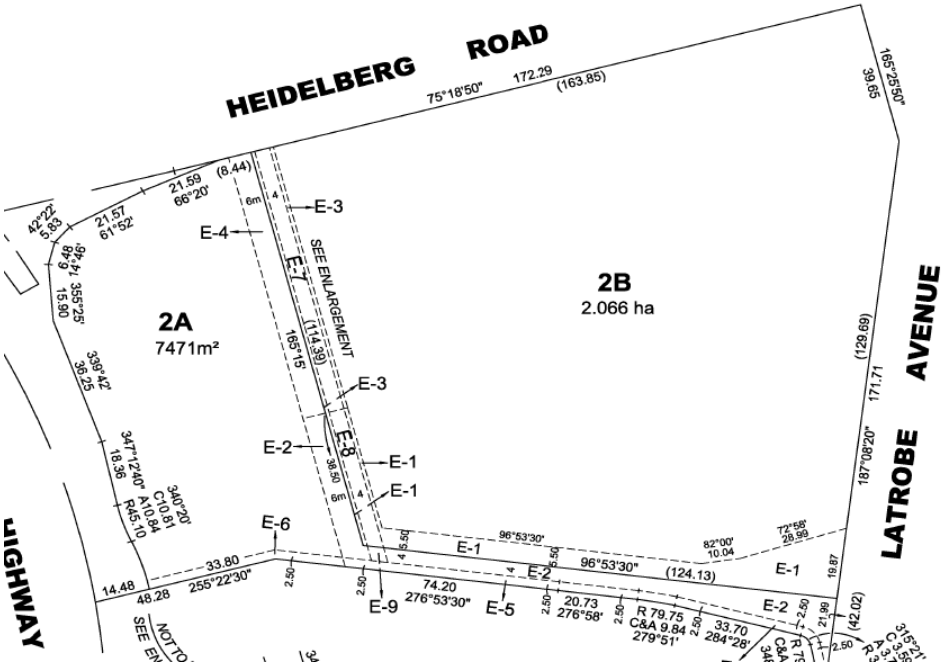


Figure 12: Excerpt from Title Plan of Subject site (Lot 2B)

40. The northern portion of the site previously contained Building F6 (the Machine Room), however that was demolished under Planning Permit PLN16/0178 and the land is now vacant.

41. There are several easements that extend along the western and southern edges of the site, which relate to footways and services (drainage, sewerage, data transmission, electricity, gas and water).

42. There are two Section 173 Agreements registered on Title:

    (a) Instrument no. AN278787R - This agreement contains Owner obligations that prior to the issue of an occupancy permit for Stage 2B (which includes the subject site), the owner must enter into an agreement to Council's satisfaction to provide a minimum of 140 dwellings on the subject land to an accredited housing association, providing a rental cost not less than 20% below market rental, with the agreement to have effect for 10 years from occupation of the affordable housing; and

    (b) Instrument AQ280136W – This agreement contains Owner obligations requiring the Footway Land to be kept clear of any obstructions and maintained in good trafficable condition.

43. The proposed amendments will not affect any easements nor will they be contrary to the obligations of the S173 Agreements on title.

Surrounding Land

44. The former Alphington Paper Mill site is a large former industrial site of approximately 16.5ha in area. It is bounded by Heidelberg Road to the north, Parkview Road to the east, Chandler Highway to the west and the Yarra River to the south. The current application relates specifically to Precinct 2B and part of Precinct 2A as highlighted on the map below:



Figure 13: Amcor site

45. Since the previous amendment was issued in May 2019, the surrounding land within the former Amcor site has continued to develop as illustrated in the Nearmap images below:



Figure 14: Neapmap Aerial images 7 April 2019 (left) to 29 April 2021(right)

46. Details of the surrounding land is further described within the appendix to this report.

Planning Scheme Provisions

Zoning

47. The subject site is included within the Mixed Use Zone.

48. Pursuant to clause 32.04-2 (Table of uses), the following applies:

    (a) A 'dwelling' is a Section 1 – no permit required use;

    (b) The following proposed Section 1 uses require a planning permit because they exceed the associated area condition contained within Section 1:

        (i) Food & drink premises (as the leasable floor area exceeds 150sqm);

        (ii) Office (as the leasable floor area exceeds 250sqm);

        (iii) Shop (as the leasable floor area exceeds 150sqm);

        (iv) Medical Centre (as the leasable floor area exceeds 250sqm)

    (c) The following proposed uses are Section 2 – permit required uses:

        (i) Retail premises (other than food & drink premises and shop);

        (ii) Place of Assembly (other than art gallery, carnival, circus, museum or place of worship);

        (iii) Leisure and recreation (includes restricted recreation facility);

    (d) The following proposed uses fall into Section 2 as 'any other use not in Section 1 or 3:

        (i) Accommodation (includes serviced apartments, does not include dwellings); and

        (ii) Childcare centre.

49. Pursuant to clause 32.04-6, a permit is required to construct two or more dwellings on a lot. An apartment development of five or more storeys, excluding a basement, must meet the requirements of clause 58.

50. Pursuant to clause 32.04-8, a permit is required to construct a building or construct or carry out works for a use in Section 2 of clause 32.04-2.

Overlays

Development Plan Overlay, Schedule 11 – Amcor Site, Heidelberg Road, Alphington

51. Pursuant to Clause 43.04-1, a planning permit must not be granted to use or subdivide land, construct a building or construct or carry out works until a development plan has been prepared to the satisfaction of the responsible authority.

52. As outlined in the history section earlier, the Alphington Paper Mill Development Plan was endorsed on 27 May 2016.

Heritage Overlay

53. Heritage Overlay HO70 is site specific to 626 Heidelberg Road - Australian Paper Mills. The overlay covers all land west of Latrobe Avenue within the former paper mill site.

54. Pursuant to clause 43.01-1, a permit is required to demolish a building, to construct a building and to construct or carry out works. The Schedule to the Heritage Overlay indicates external paint controls apply to HO70.

55. As identified earlier, the subject site is devoid of all buildings and structures, having already removed these under Planning Permit PLN16/0178.

Environmental Audit Overlay

56. Pursuant to 45.03-1, before a sensitive use (residential use, child care, pre-school centre or primary school) commences or before the construction or carrying out of buildings and works associated with a sensitive use commences, either:

    (a) A certificate of environmental audit must be issued for the land in accordance with Part IXD of the *Environment Protection Act 1970; or*

    (b) An environmental auditor appointed under the *Environment Protection Act 1970* must make a statement in accordance with Part IXD of hat Act that the environmental conditions of the land are suitable for the sensitive use.

57. As the proposed development includes sensitive uses, the requirements of this overlay apply. A Statement of Environmental Audit has been issued for the land (EPA SO No. 8005354).

Development Contributions Plan Overlay

58. Pursuant to Clause 45.06-1 a permit granted must;

    (a) Be consistent with the provisions of the relevant development contributions plan; and

    (b) Include any conditions required to give effect to any contributions or levies imposed, conditions or requirements set out in the relevant schedule to this overlay

59. As the proposed development is not exempt from a development contribution, a condition and a note have been included in the recommendation to require the development contributions to be met prior to commencement of the development.

60. A planning permit is not required for works under the overlay.

Particular Provisions

Clause 52.06 – Car Parking

61. Pursuant to Clause 52.06-2, before a new use commences, the required car parking spaces must be provided on the land. The following table identifies the car parking requirement under Clause 52.06-5 for the various proposed uses:

Table 3.1: Statutory Car Parking Requirements

Description	Use	Size/No.	Statutory Parking Rate	Statutory Parking Requirement
Supermarket	Supermarket	5,797 sqm	5 spaces per 100 sqm LFA	289 spaces
Specialty Retail	Shop	3,860 sqm	4 spaces per 100 sqm LFA	154 spaces
Food and Drink	Food and Drink	383 sqm	4 spaces per 100 sqm LFA	15 spaces
Office	Office	7,465 sqm	4 spaces per 100 sqm NFA	261 spaces
Childcare Centre	Childcare Centre	90 children	0.22 spaces per child	19 spaces
Gymnasium	Gymnasium	2,545 sqm	Not specified	-
Medical Centre	Medical Centre	3 practitioners	5 spaces to the first practitioner and 3 spaces to every additional practitioner	11 spaces
Community Centre	Place of Assembly	200 patron capacity	0.3 spaces per patron admitted	60 spaces
Service Apartments	Residential Building	32 dwellings	Not specified	-
Residential Dwellings [1]	Dwelling (Residents)	431 dwellings (70 x one-bedroom + 345 x two-bedroom + 16 x three-bedroom)	1 space per one or two bedroom dwelling 2 spaces per three+ bedroom dwelling	447 spaces
	Dwelling (Visitors)	431 dwellings	1 space per five dwellings	86 spaces
Total				1,342 spaces

Source: GTA Consultants Transport Impact Assessment dated 20/7/2020 (Issue 4)

62. Pursuant to Clause 52.06-3, a permit is required to reduce the number of car spaces required under Clause 52.06-5, the application must be accompanied by a Car Parking Demand Assessment.

63. A permit is required to create or alter access to a road in a Road Zone Category 1. As Heidelberg Road is a Road Zone Category 1 road and it is proposed to create a new access, a permit is required under this provision. An application must be referred to the Road Corporation under Section 55 of the Act.

Clause 52.27 – Liquor License

64. Pursuant to Clause 52.27, a permit is required to use land to sell or consume liquor if a licence is required under the *Liquor control Reform Act* 1998. A licence for packaged liquor is required under this Act, as such, a planning permit is also triggered.

Clause 52.29 – Land Adjacent to a Road Zone Category 1

65. A permit is required to create or alter access to a road in a Road Zone Category 1. As Heidelberg Road is a Road Zone Category 1 road and it is proposed to create a new access, a permit is required under this provision. An application must be referred to the Roads Corporation (Head, Transport for Victoria – previously VicRoads) under Section 55 of the Act.

66. The current amendment does not seek to further alter access to Heidelberg Road.

Clause 52.34 – Bicycle Facilities

67. Pursuant to Clause 52.34-1, a new use must not commence until the required bicycle facilities and associated signage are provided on the land. The following table identifies the car parking requirement under Clause 52.34-3, the provision on site, and the subsequent reduction below the statutory requirement:

Table 8.1: Statutory Requirement for Bicycle Facilities

Use	Size/No.	Statutory Rate		Statutory Requirement	
		Employee/ Resident	Visitor/Shopper	Employee/ Resident	Visitor/Shopper
Supermarket [1]	5,797 sqm	1 space per 600sqm LFA	1 space per 500sqm LFA	10 spaces	12 spaces
Specialty Retail [1]	3,860 sqm	1 space per 600sqm LFA	1 space per 500sqm LFA	6 spaces	8 spaces
Food and Drink [2]	383 sqm	1 space per 300sqm LFA if greater than 1000sqm	1 space per 500sqm LFA if greater than 1000sqm	-	-
Office	7,465 sqm	1 space per 300sqm NFA	1 space per 500sqm LFA	25 spaces	7 spaces
Childcare Centre [3]	90 children	N/A	N/A	-	-
Gymnasium	2,545 sqm / 15 employees [4]	1 space per 4 employees	1 to each 200 sqm of NFA	4 spaces	13 spaces
Medical Centre	3 practitioners	1 space per 3 practitioners	1 space per 8 practitioners	1 space	0 spaces
Community Space	2,215 sqm	1 space per 1500sqm NFA	2 + 1 space per 1500 sqm of NFA	1 space	3 spaces
Serviced Apartments [5]	32 dwellings	1 to each 10 lodging rooms	1 to each 10 lodging rooms	3 spaces	3 spaces
Residential Dwellings [6]	431 dwellings	1 space per 5 dwellings	1 space per 10 dwellings	86 spaces	43 spaces
Totals				**136 spaces**	**89 spaces**

Source: GTA Consultants Transport Impact Assessment dated 20/7/2020 (Issue 4)

Clause 53.18 – Stormwater

68. This clause applies to an application under a provision of a zone to construct a building or construct or carry out works. An application to construct a building or to construct or carry out works:

(a) Must meet all of the objectives of Clauses 53.18-5 and 53.18-6; and

(b) Should meet all of the standards of Clauses 53.18-5 and 53.18-6.

Clause 58 – Apartment Developments

69. This clause applies to an apartment development of five or more storeys, excluding a basement. A development should meet all the standards and must meet all the objectives.

70. The purpose of this clause is:

(a) *To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies;*

(b) *To encourage apartment development that provides reasonable standards of amenity for existing and new residents; and*

(c) *To encourage apartment development that is responsive to the site and the surrounding area.*

General Provisions

Clause 65 – Decision Guidelines

71. The decision guidelines outlined at Clause 65 of the Scheme are relevant to all applications. Because a permit can be granted does not imply that a permit should or will be granted. Before deciding on an application, the Responsible Authority must consider a number of matters. Amongst other things, the Responsible Authority must consider the relevant State and Local Planning Policy Frameworks, as well as the purpose of the zone, overlay or any other provision.

Clause 66.02 – Use and Development Referrals

72. Pursuant to 66.02-11 of the Scheme, an application to construct:

    (a) *a residential development comprising 60 or more dwellings,*

    (b) *a new retail premises of 4000 sqm or more of leasable floor area or*

    (c) *an office development of 10,000sqm or more,*

    is to be referred to Head, Transport for Victoria as a Determining Referral Authority.

73. However, pursuant to Clause 66, any requirement for referral under this clause does not apply if in the opinion of the Responsible Authority, the proposal satisfies requirements or conditions previously agreed in writing by the Responsible Authority and the Referral Authority.

Planning Policy Framework (PPF)

Clause 11.04-1 – Open Space Planning

74. The objective of this clause is:

    (a) *To assist creation of a diverse and integrated network of public open space commensurate with the needs of the community.*

Clause 11.06-2 - Housing Choice

75. The objective of this clause is:

    (a) *To provide housing choice close to jobs and services.*

76. Relevant strategies include:

    (a) *Manage the supply of new housing in locations that will meet population growth and create a sustainable city;*

    (b) *Facilitate increased housing in the established areas to create a city of 20 minutes neighbourhoods close to existing services, jobs and public transport;*

    (c) *Support housing growth and diversity in defined housing change areas and redevelopment sites;*

    (d) *Direct new housing to areas with appropriate infrastructure;*

    (e) *Provide certainty about the scale of growth in the suburbs by prescribing appropriate height and site coverage provisions for different areas;*

    (f) *Direct new housing and mixed0use development to urban renewal precincts and sites;*

    (g) *Support new housing in activity centres and other places that offer good access to jobs, services and public transport;*

    (h) Facilitate development that increased the supply of affordable and social housing in suburbs across Melbourne;

    (i) Facilitate diverse housing that offers choice and meets changing household needs through:

        (i) Provision of a greater mix of housing types;

(ii) Adaptable internal dwelling design; and

(iii) Universal design.

Clause 11.06-4 – Place and identity

77. The objective of this clause is:

(a) *To create a distinctive and liveable city with quality design and amenity.*

78. The relevant strategy:

(a) *Improve the design quality of public spaces and the interfaces between private development and the public domain.*

Clause 11.06-5 – Neighbourhoods

79. The objective of this clause is:

(a) *To create a city of inclusive, vibrant and healthy neighbourhoods that promote strong communities, healthy lifestyles and good access to local services and jobs.*

80. Relevant strategies include:

(a) *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 of their home;*

(b) *Create mixed-use neighbourhoods at varying densities that offer more choice in housing, create opportunities for local businesses and jobs and deliver better access to services and facilities;*

(c) *Support a network of vibrant Neighbourhood Activity Centres;*

(d) *Create neighbourhoods that support safe community's and healthy lifestyles;*

(e) *Create neighbourhoods that enable and promote walking and cycling as part of daily life; and*

(f) *Develop a network of local open spaces that are accessible and of high-quality and include opportunities for new local open spaces through planning for urban redevelopment projects.*

Clause 13.03-1 – Use of contaminated and potentially contaminated land

81. The objective of this clause is:

(a) *To ensure that potentially contaminated land is suitable for its intended future use and development, and that contaminated land is used safely.*

Clause 13.04 – Noise and Air

82. The objective of this clause is:

(a) *To assist the control of noise effects on sensitive land uses.*

83. The relevant strategy:

(a) *Ensure that development is not prejudiced and community amenity is not reduced by noise emissions, using a range of building design, urban design and land use separation techniques as appropriate to the land use functions and character of the area.*

Clause 15.01.1 – Urban Design

84. The objective of this clause is:

    (a) *To create urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity.*

Clause 15.01-2 – Urban Design Principles

85. The objective of this clause is:

    (a) *To achieve architectural and urban design outcomes that contribute positively to local urban character and enhance the public realm while minimising detrimental impact on neighbouring properties.*

86. This clause also states that planning must consider as relevant:

    (a) *Urban Design Guidelines for Victoria (Department of Environment, Land, Water and Planning, 2017);*

    (b) *Apartment Design Guidelines for Victoria (Department of Environment, Land, Water and Planning, 2017); and*

    (c) *Urban Design Charter for Victoria (Department of Planning and Community Development 2009).*

Clause 15.01-4 – Design for Safety

87. The objective of this clause is:

    (a) *To improve community safety and encourage neighbourhood design that makes people feel safe.*

Clause 15.01-5 – Cultural Identity and Neighbourhood Character

88. The objective of this clause is:

    (a) *To recognise and protect cultural identity, neighbourhood character and sense of place.*

Clause 15.02 – Sustainable Development

89. The objective of this clause is:

    (a) *To encourage land use and development that is consistent with the efficient use of energy and the minimisation of greenhouse gas emissions.*

Clause 15.03 - Heritage

90. The objective of this clause is:

    (a) *To ensure the conservation of places of heritage significance.*

Clause 16.01-1 – Integrated Housing

91. The objective of this clause is:

    (a) *To promote a housing market that meets community needs.*

Clause 16.01-2 – Location of residential development

92. The objective of this clause is:

    (a) *To locate new housing in or close to activity centres and employment corridors and at other strategic redevelopment sites that offer good access to services and transport.*

Clause 16.01-3 – Housing opportunity areas

93. The objective of this clause is:

    (a) *To identify areas that offer opportunities for more medium and high density housing near employment and transport in Metropolitan Melbourne.*

Clause 16.01-4 – Housing Diversity

94. The objective of this clause is:

    (b) *To provide for a range of housing types to meet increasingly diverse needs.*

Clause 16.01-5 – Housing affordability

95. The objective of this clause is:

    (a) *To deliver more affordable housing closer to jobs, transport and services.*

Clause 17.01.1 - Business

96. The objective of this clause is:

    (a) *To encourage development which meets the communities' needs for retail, entertainment, office and other commercial services and provides net community benefit in relation to accessibility, efficient infrastructure use and the aggregation and sustainability of commercial facilities.*

Clause 18.01 – Integrated Transport

97. The objective of this clause is:

    (a) *To create a safe and sustainable transport system by integrating land-use and transport.*

Clause 18.02-1 – Sustainable personal transport

98. The objective of this clause is:

    (a) *To promote the use of sustainable personal transport.*

Clause 18.02-2 - Cycling

99. The objective of this clause is:

    (a) *To integrate planning for cycling with land use and development planning and encourage as alternative modes of travel.*

Clause 18.02-3 – Principal Public Transport Network

100. The objective of this clause is:

    (a) *To facilitate greater use of public transport and promote increased development close to high-quality public transport routes in Metropolitan Melbourne.*

Clause 18.02-5 – Car parking

101. The objective of this clause is:

    (a) *To ensure an adequate supply of car parking that is appropriately designed and located.*

Local Planning Policy Framework (LPPF)

Clause 21 – Municipal Strategic Statement (MSS)

Clause 21.04 – Land Use

102. The relevant objectives of this clause are:

    (a) *Objective 1 To accommodate forecast increases in population:*

        (i) *Strategy 1.1 Ensure that new residential development has proper regard for the strategies applicable to the neighbourhood in question identified in clause 21.08;*

        (ii) *Strategy 1.2 Direct higher density residential development to Strategic Redevelopment Sites identified at clause 21.08 and other sites identified through any structure plans or urban design frameworks;*

    (b) *Objective 2 To retain a diverse population and household structure;*

(i) *Support the provision of affordable housing for people of all abilities particularly in larger residential developments and on Strategic Redevelopment Sites; and*

(c) *Objective 3 To reduce potential amenity conflicts between residential and other uses.*

Clause 21.04-2 – Activity Centres

103. The relevant objective and strategies of this clause is:

(a) Objective 5 To maintain the long term viability of activity centres:

(i) Strategy 5.2 Support land use change and development that contributes to the adaptation, redevelopment and economic growth of existing activity centres;

(ii) Strategy 5.3 Discourage uses at street level in activity centres which create dead frontages during the day; and

(iii) Strategy 5.4 Permit residential development that does not compromise the business function of activity centres.

Clause 21.04-3 – Industry, office and commercial

104. The objective of this clause is '*to increase the number and diversity of local employment opportunities*.'

Clause 21.04-4 – Community facilities, hospitals and medical services

105. The relevant objective and strategies of this clause is:

(a) Objective 9 To provide community services that meet the needs of a diverse and changing community:

(i) Strategy 9.2 Consider opportunities for the appropriate provision of, or contribution towards, community facilities or services to support new residents, for large scale residential development proposals; and

(b) Objective 10 To provide accessible community services.

Clause 21.04-5 – Parks, gardens and public open space.

106. The relevant objectives:

(a) Objective 12 To establish a linked open space network; and

(b) Objective 13 To provide an open space network that meets existing and future community needs.

Clause 21.05-1 Heritage

107. The relevant objective:

(a) Objective 14 To protect and enhance Yarra's heritage places.

Clause 21.05-2 – Urban design

108. The relevant objectives and strategies of this clause is:

(a) Objective 16 To reinforce the existing urban framework of Yarra;

(b) Objective 17 To retain Yarra's identity as a low-rise urban form with pockets of higher development:

(i) Strategy 17.2 Development on strategic redevelopment 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:

a. Significant upper level setbacks;

b. Architectural design excellence;

c. Best practice environmental sustainability objectives in design and construction;

d. High quality restoration and adaptive re-use of heritage buildings;

e. Positive contribution to the enhancement of the public domain; and

f. Provision of affordable housing; and

(c) Objective 18 To retain, enhance and extend Yarra's fine grain street pattern;

(d) Objective 20 To ensure that new development contributes positively to Yarra's urban fabric;

(e) Objective 21 To enhance the built form character of Yarra's activity centres; and

(f) Objective 22 To encourage the provision of universal access in new development.

Clause 21.05-4 Public environment

109. The relevant objectives and strategies of this clause is:

(a) Objective 28: To a provide a public environment that encourages community interaction and activity:

(i) Strategy 28.1 Encourage universal access to all new public spaces and buildings;

(ii) Strategy 28.2 Ensure that buildings have a human scale at street level;

(iii) Strategy 28.3 Require buildings and public spaces to provide a safe and attractive public environment;

(iv) Strategy 28.5 Require new development to make a clear distinction between public and private spaces;

(v) Strategy 28.8 Encourage public art in new development; and

(vi) Strategy 28.9 Apply the Public Open Space Contribution policy at clause 22.12.

Clause 21.06 - Transport

110. The relevant objectives of this clause is:

(a) *To provide safe and convenient pedestrian and bicycle environments.*

(b) *To facilitate public transport usage;*

(c) *To reduce the reliance on the private motor car; and*

(d) *To reduce the impact of traffic.*

Clause 21.07 – Environmental Sustainability

111. The relevant objectives of this Clause are:

(a) *To promote environmentally sustainable development; and*

(b) *To improve the water quality and flow characteristics of storm water run-off.*

Clause 21.08 – Neighbourhoods

Clause 21.08-6 – Fairfield and Alphington

112. Clause 21.08-6 identifies that '*the Heidelberg Road neighbourhood activity centre is on the boundary between the Cities of Yarra and Darebin. It is a small convenience centre, with limited furniture and home wares outlets and a small amount of office space.'*

113. *Implementation of the built form strategies at cause 21.05 includes:*

(a) *Encouraging the redevelopment of the following strategic re-development sites in a way that contributes positively to the urban fabric and public domain of Yarra, and where subject to the Heritage Overlay, protects the heritage of the site and of the are:*

(i) *Site 1 626 Heidelberg Road (AMCOR); and*

(ii) *Site 2 224 – 252 Heidelberg Road.*

114. Figure 16; the built form character type identifies the subject site within a Main Road precinct, which seeks to:

    (a) *Maintain the hard urban edge of development; and*

    (b) *Reflect the fine grain of the subdivision pattern in building design where this exists along main roads.*

Relevant Local Policies

Clause 22.02 – Development Guidelines for Sites Subject to the Heritage Overlay

115. This policy applies to all new development included in a heritage overlay. The relevant objectives of this clause are:

    (a) *To conserve Yarra's natural and cultural heritage;*

    (b) *To conserve the historic fabric and maintain the integrity of places of cultural heritage significance;*

    (c) *To retain significant view lines to, and vistas of, heritage places;*

    (d) *To preserve the scale and pattern of streetscapes in heritage places; and*

    (e) *To ensure that additions and new works to a heritage place respect the significance of the place.*

116. The design guidelines contained within the Development Plan addresses matters on heritage, therefore this policy will not be specifically referenced within the report.

Clause 22.09 – Licensed Premises

117. The relevant objective of this clause is; *to protect the amenity of nearby properties and areas by effectively managing the location, size, operation and hours of licensed premises.*

118. *Relevant policy includes:*

    (a) *Packaged liquor outlets should not provide for the sale of liquor after 11pm; and*

    (b) *Licensed premises (including packaged liquor outlets) should not commence the sale and consumption of liquor before 9am.*

Clause 22.05 – Interface Uses Policy

119. The objectives of this clause are:

    (a) *To enable the development of new residential uses within and close to activity centres, near industrial areas and in mixed use areas while not impeding the growth and operation of these areas as service, economic and employment nodes; and*

    (b) *To ensure that residential uses located within or near commercial centres or near industrial uses enjoy a reasonable level of amenity.*

Clause 22.12 – Public Open Space Contribution

120. This policy applies to all residential proposals, mixed use proposals incorporating residential uses and proposals incorporating residential subdivision. The public open space contribution is to be in the form of a land contribution of 4.5 per cent (7,500m^2) of the total Alphington Paper Mills site. The proposed Public Open Space areas are nominated on Figure 27 on p.43 of the Development Plan. Alphington Square is nominated within the eastern portion of the subject site and is to measure 17m by 42m.

Clause 22.16 – Stormwater Management (Water Sensitive Urban Design)

121. The relevant objectives of this clause are:

    (a) To achieve the best practice water quality performance objectives set out in the Urban Stormwater Best Practice Environmental Management Guidelines, CSIRO 1999 (or as amended). Currently, these water quality performance objectives require:

        (i) Suspended Solids - 80% retention of typical urban annual load;

(ii) Total Nitrogen - 45% retention of typical urban annual load;

(iii) Total Phosphorus - 45% retention of typical urban annual load;

(iv) iv. Litter - 70% reduction of typical urban annual load; and

(b) To promote the use of water sensitive urban design, including stormwater re-use.

Clause 22.17 – Environmentally Sustainable Development

122. This policy applies to residential development with more than one dwelling. The overarching objective is that development should achieve best practice in environmentally sustainable development from the design stage through to construction and operation. The Development Plan has specific environmental sustainability standards that will be referenced within the assessment section.

Other Relevant Documents

Alphington Paper Mill Development Plan (Parts 1 & 2).

123. Part 1 of the Development Plan (DP) contains design guidelines for each precinct. An assessment of the design guidelines for the Gateway Precinct is undertaken within this report.

124. Part 2 of the DP contains various supporting technical documents. Those relevant to the current application include:

(a) ESD Strategy prepared by Cundall dated August 2015;

(b) Traffic management Plan prepared by GTA Consultants dated 19 August 2015;

(c) Integrated Transport Plan prepared by GTA Consultants dated 19 August 2015;

(d) Preliminary Acoustic Assessment prepared by ARUP dated 21 August 2015; and

(e) Conservation Management Plan prepared by Lovell Chen dated May 2014 (Re-Issued August 2015).

Advertising

125. The application was not advertised under the provisions of Section 52 of the *Planning and Environment Act (1987)*. Pursuant to Clause 43.04-2, an application under any provision of the scheme which is generally in accordance with the development plan is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64 (1), (2) and (3) and the review rights of Section 82(1) of the Act.

Referrals

External Referrals

126. The amendment application was not referred to any external authorities. Whilst the development triggers a referral to Head, Transport for Victoria (formally Public Transport Victoria and VicRoads) under Clauses 66.02-11 and 66.03, the amendment was not re-referred as the previous conditions specified by Head, Transport for Victoria still apply and are to be retained on the permit.

Internal Referrals

127. The application was referred to the following units within Council:

(a) Open Space Unit;

(b) Urban Design Unit (internal) for comments on public realm;

(c) Environmental Sustainable Development (ESD) Advisor;

(d) Engineering Services Unit on car parking and public realm works;

(e) Strategic Transport Unit;

(f) City Works on the Waste Management Plan;

(g) Social Planning (on the packaged Liquor);

(h) Compliance Unit (on the packaged liquor);

(i) Facilities and Recreation on the Community Facilities; and

(j) Family, Youth and Children's services on the Community Facilities.

128. The application was referred to the following external consultants:

(a) Urban Design Consultant (Mark Sheppard – Kinetica);

(b) Acoustic Engineers (SLR Consulting); and

(c) Wind Consultants (MEL Consultants).

129. Referral comments have been included as attachments to this report.

OFFICER ASSESSMENT

130. The primary considerations for this application are as follows:

(a) Principles relevant to assessment of an application under section 72 of the Act;

(b) Strategic justification;

(c) Generally in accordance;

(d) Land Use;

(e) Packaged Liquor;

(f) Development Plan Design Guidelines:

(i) Built Form;

(ii) Connectivity & Interaction;

(iii) Building layout & Design;

(iv) Open space and landscape design;

(v) Environmentally sustainable Design;

(vi) Apartment Specific Guidelines;

(g) Clause 58 (Apartment Developments);

(h) Car parking, bicycle facilities and traffic generation;

(i) Community facilities;

(j) Amendments to conditions; and

(k) Community facilities.

Principles relevant to assessment of an application under section 72 of the Act

131. The following key principles apply to an assessment of an application under section 72 of the Act:

(a) legislation provides a legitimate opportunity to consider amendments to permits regardless of the time that has passed since the original decision;

(b) it is well-established authority that, in an application to amend a permit, a decision-maker must confine its considerations to the proposed amendments to the permit. What has been approved and not proposed to be changed is not open for reconsideration;

(c) the proposed amendments must be assessed on their own merits, and not by reference to whether they are "better" or "worse" than the situation approved under the current permit;

(d) while the scope of consideration is limited to the amendments, the implications of the amendments need to be understood in the context of the development as a whole; and

(e) in assessing the planning merits of the amendment, the relevant test in the exercise of the discretion is whether the proposal would result in an acceptable planning outcome as opposed to an ideal outcome when having regard to the relevant planning policies currently applicable to the subject land, and not the policies that were in place at the time of the original grant of the permit (unless an application benefits from transitional provisions in the Scheme).

132. As such, the application must be assessed on its planning merits.

Strategic Justification

133. The proposed amendments to the previous scheme, while numerous, are not significant from a strategic planning sense. As will be discussed, the amendments will continue to positively contribute to the surrounding area in a manner consistent with the aspirations of the Development Plan (**DP**).

134. The development will maintain a mixture of uses albeit a reduced provision of office space and a greater provision of dwellings. As will be discussed in greater detail, the proposed amended development will continue to achieve the vision for the Village Precinct which is for '*a mixed use precinct with significant retail, commercial and community focus with residential development at upper levels'*.

135. The proposed amendments maintain a similar standard of environmentally sustainable development, which will meet Council's sustainability aspirations subject to some further refinement, as will be discussed within the relevant section of the report.

136. A greater provision for car parking and bicycle parking is provided on site, corresponding with the increase in residential apartments on the land. This will be discussed in greater detail within the relevant sections of this report.

137. Overall, the proposed amendments maintain a strong level of consistency with the State and local strategic policy guidance for this site.

Generally in Accordance

138. As outlined within the permit triggers, pursuant to the Development Plan Overlay a permit granted must be *'generally in accordance'* with the approved development plan. Therefore, in assessing the current application it is necessary to consider whether the proposal is 'generally in accordance' with the Alphington Paper Mill Development Plan.

139. What constitutes 'generally in accordance' has been explored within the decision of Fabcot Pty Ltd v Whittlesea CC [2014] VCAT 600 at paragraph 34:

(a) *'Generally in accordance' is a question to be judged on the facts and circumstances of each case;*

(b) *The less precision there is in the primary document/s, the more flexibility is given by the phrase 'generally in accordance'.*

(c) *'Generally in accordance' does not require the proposed development to be identical to that described in the development plan or incorporated plan; and*

(d) *It is appropriate to read the development plan or incorporated plan as a whole when making this assessment, and to have regard to the objectives, responses and plans comprise the approved plan.*

140. The Alphington Paper Mill Development Plan contains varying degrees of detail guiding future development of the wider Amcor site, including a mixture of "mandatory" controls and "preferred" provisions (discretionary).

141. As illustrated in the image below, mandatory maximum heights (in aqua) apply to the central, eastern and southern sections of the APM site, interfacing with Alphington Park and the Yarra River. The discretionary, or preferred heights, (in purple) apply to sites along Heidelberg Road and the majority of Chandler Highway.

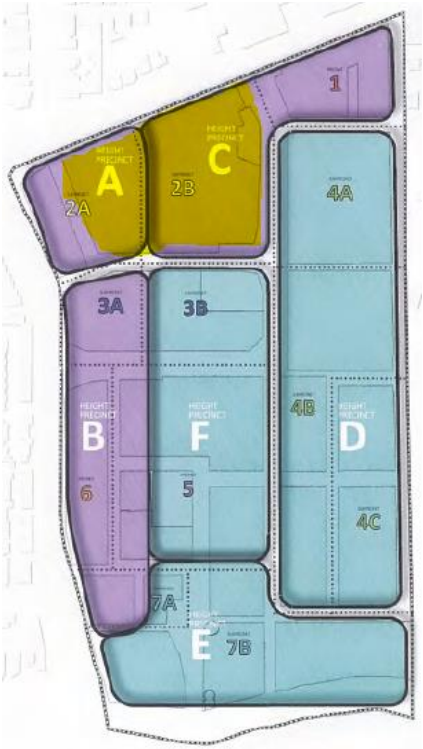


Figure 15 – Preferred (purple) and mandatory (aqua) maximum heights Figure 98 of the DP (subject site highlighted)

142. Where heights are specified as “mandatory”, a permit cannot be granted to exceed these heights. A permit may be granted to exceed a “preferred” height, however it is subject to Council’s consideration.

143. As will be explored within the following assessment of the DP, departures from the design guidelines are limited to a select number of discretionary items. Based upon the following assessment against the DP guidelines, the proposed development is considered to be ‘generally in accordance’ with the Alphington Paper Mill Development Plan and subject to a number of conditions, presents as an acceptable outcome.

Land use

144. Section 3.6 (land uses) of the DP anticipates a significant proportion of non-residential uses within the Village Precinct as follows:

(a)	Commercial	7,650sqm – 11,500sqm
(b)	Community	1,250sqm – 6,800sqm
(c)	Retail (incl. supermarkets)	12,750sqm

145. While a reduced proportion of office tenancies is proposed, the amended will continue to align with the non-residential use expectations for the site. The commercial activities, which includes the office, medical centre and gymnasium have a combined area of 10,438sqm, and will still be within the anticipated range outlined above. While the school is no longer proposed, the community facilities, including the childcare centre, would account for 2,979sqm, consistent with the floor area range for community facilities previously show. It is anticipated that the childcare centre will be commercially operated.

146. The retail uses (including the food and drink premises, speciality shops and supermarket) at 10,196sqm also continue to be within the anticipated floor area for retail space.

147. As outlined in the planning controls section, a permit continues to be required for all the non-residential uses proposed, this includes the serviced apartments. Also, the food and drink premises, office, medical centre and shops only trigger a planning permit as the 'as of right' floor areas nominated within the Mixed Use Zone are exceeded.

148. The appropriateness of the majority of uses proposed was already considered as part of the original and previous applications, however further consideration needs to be given to the amendments proposed to the approved uses. The key policy consideration for new uses is contained within clause 22.05 (Interface Uses Policy) of the Scheme.

149. In the previous amendment application, it was identified that the dwellings within the podium may be impacted by noise from the loading bay for the commercial uses. Council's acoustic consultant, SLR Consulting Pty Ltd (SLR) in the previous amendment, recommended that an Lmax assessment of noise from the trucks entering the loading bay be provided within an amended acoustic report. This was stipulated in Condition 12(d) of the existing permit. As part of the current application, an amended acoustic report was provided, prepared by Norman Disney Young Pty Ltd (NDY) dated 14 July 2020 including the requested information. This has been reviewed by SLR and deemed to be acceptable. SLR is now satisfied that the apartments above the loading bay are unlikely to be disturbed by the predicted noise levels. Condition 12(d) is therefore no longer required and will be deleted.

150. The existing permit also contains a requirement for a post commencement acoustic report to be prepared and submitted assessing the noise impacts from the loading bay. This will be retained on the amended permit.

151. The following paragraphs will consider each permit-required use in turn.

Serviced Apartments

152. The overall number of serviced apartments has reduced from 40 rooms to 32 rooms. This change is inconsequential from a planning perspective. The serviced apartments have been introduced into Level 1, where previously they were proposed from Level 2 and above. This will bring the apartments closer to the road noise along Heidelberg Road. However, the 'winter garden' acoustic treatment provided for Level 2 has been extended to Level 1 also. This is considered sufficient to mitigate unreasonable noise impacts. It is noted that SLR has also not raised any concerns regard to noise impacts on the relocated serviced apartments.

153. The room layout and amenities provided are largely unchanged. Matters relating to the use and amenity of the serviced apartments were considered in the previous amendment and deemed acceptable subject to the requirement for a Section 173 Agreement to ensure that the serviced apartments are maintained as temporary accommodation only. This requirement is to be retained on the permit.

Childcare

154. The relocation of the childcare centre on Level 5 from the south-east corner to above the community facilities/office tenancy results in a closer proximity to the residential apartments to the west and the new apartments immediately to the south. While the outdoor area for the childcare centre is generally consistent with the location of the school outdoor courtyard, the noise impacts are expected to be greater. The acoustic report prepared by NDY submitted with the application has not been updated to refer to the change in activity, with this area still referenced as the school. Council's Acoustic consultant SLR, has identified that the childcare outdoor play area is likely to be more intrusive than noise from schools as the noise levels can be louder and can occur for more prolonged periods. SLR subsequently recommends that the acoustic report is revised to use the reference sound levels provided in the AAAC Guideline for Childcare Centre Acoustic Assessment, version 3.0. This is to be reflected by an amended condition.

155. The applicant has indicated that there will be a reduction in the number of children from 120 children to 90 children on site at any one time. This will be reflected in the amended permit accordingly. The existing permit conditions relating to staff capacity and the hours of operation are not sought to be changed.

Office

156. As has been identified, the office area within the development is reducing, however the provision remains consistent with the expectations of the Development Plan. The general location of the office activity is also consistent with the approved development, which is not anticipated to create any offsite amenity impacts. The existing permit conditions relating to the hours of operation will be unchanged.

Medical Centre

157. The current amendment seeks to re-introduce a medical centre into the ground floor in lieu of a shop tenancy. A medical centre was approved as part of the original application, however it was deleted from the previous amendment. The applicant is now seeking to reinstate this use. The proposed medical centre is considered an appropriate use for the Village Precinct, with Section 3.6 of the DP specifically listing medical centre as an intended use under the category of 'commercial'. With a maximum of 3 medical practitioners on the land at anyone time, this is not considered a high intensity use. The hours of operation sought, 6am to 10pm are also consistent with the other office and shop uses on the site.

158. A standard condition will also be added to the amended permit, if one is to issue, requiring infectious waste to be removed by a commercial waste contractor, who holds an appropriate commercial waste licence.

Retail/shop/food and drink premises.

159. The shop tenancies on the lower ground and ground floor levels are unchanged with the exception for the 'Vintage Cellars' bottle shop identified adjacent to the Supermarket. A request for a liquor license is now being sought in association with this use, in addition to modified trading hours of 9am to 11pm. Further assessment of the impact of the liquor license and the increased trading hours is provided within the liquor licence assessment later in this report.

160. The food and drink premise Level 1 is retained as per the previous amendment with a slight increase in floor area (from 337sqm to 383sqm). The existing permit restricts the total patrons to 170 patrons. This is sought to be increased to 192 patrons.

161. The hours for the food and drink premises, shops (excluding the proposed bottle shop) and supermarkets will be unchanged by the current amendment, with this allowing the food and drink premise and shops to trade until 10pm and the supermarkets until 12midnight.

162. The delivery/loading arrangement associated with the retail component are unchanged.

Community Space/Place of Assembly

163. There is limited information on how the community spaces are to be used at this stage, however it has been considered in the previous applications that these spaces may be used for music performance. The potential noise impacts from these spaces was to be addressed via Condition 12(e) of the existing permit, which required an updated Acoustic report to provide adequate acoustic treatment to the community spaces to enable live music/performance to protect the adjacent residential uses and school building (no longer relevant). An updated acoustic report prepared by NDY was submitted with the amended application in response to this condition. This has been reviewed by SLR on behalf of Council. SLR has noted that the NDY have assessed noise based on indoor targets. SLR does not object to this, however, they have advised that if internal limits are adopted, they should be equal to SEPP N-2 base noise limits. The assumed octave band music noise level should also be provided. These matters will be addressed via condition.

164. While the school building is no longer relevant, the amended plans now show an office tenancy immediately above the community facilities (in lieu of the school). The noise impact on the office tenancy would also need to be considered via a revised acoustic report. This will be conditioned accordingly.

165. It is noted that the current application proposes to reduce the capacity from 300 patrons to 200 patrons. As will be discussed later in this report, the reduction in the capacity of the community facilities is not supported.

166. Further discussion regarding the amendments to the design and location of the community facilities will be provided later within this report.

Multi-purpose court

167. The location and design of the multi-purpose court is largely unchanged from the previous amendment. However, the surrounding uses have been amended, with residential uses introduced immediately to the south of the multipurpose court from Level 2 and above. Various conditions were applied in the previous amendment to address potential noise impacts from the use of the multi-purpose court, however these did not take into account the proximate residential use. The existing conditions included:

    (a) Acoustic specifications of the external walls to achieve reasonable external noise levels on adjacent apartment balconies;

    (b) Structure borne noise from ball bouncing to address potential impacts on the commercial uses below, offices and the school building; and

    (c) Adequate acoustic treatment to the multi-purpose court to enable live music/performance and to protect the adjacent residential uses and the school.

168. An updated acoustic report prepared by NDY was submitted with the amended application in response to the above conditions. This has been reviewed by SLR on behalf of Council, who provided the following advice:

    (a) SLR note that the specifications for the wall separating the multipurpose space from the Level 3 offices is low and unlikely to provide an adequate level of acoustic amenity to offices when the space is in use;

    (b) There is still some risk of nuisance from structure borne noise from the multipurpose court, particularly to the apartments that have been introduced as part of the current amendment. SLR has recommended in subsequent correspondence dated 1 December 2020 that the acoustic report be updated to provide a high level of structure-borne sound insolation between the multi-purpose court and adjacent uses, such as a structural break or a ‘floating’ concrete floor. It was also recommended that the condition require that the court could be used without unreasonable limitation; and

    (c) Like the community facilities, if indoor limits are adopted, they should be equal to SEPP N-2 base noise limits.

169. The above outstanding items will be addressed via conditions on permit.

Indoor Recreation Facility (Gym)

170. The size of the gym has increased from 892sqm to 2,545sqm, with the gym expanding into an area previously allocated to car parking. The patron capacity is also proposed to be increased from 386 patrons to 509 patrons. It is still located on the first floor, toward the south-east of the site, however, it will now be immediately below residential uses (previously office). A condition of the existing permit required an updated acoustic report to consider structure-borne noise from the gym (indoor recreation facility) on the surrounding commercial premises. Based upon the current floor plans, which introduce apartments immediately above the gym, NDY recommends the most appropriate option to treat noise and vibration is to relocate the gym away from the apartments. If the gym is not relocated, NDY has alternatively recommended that an allowance for a minimum 170mm concrete slab be provided within the commercial gym and a raised floor system, which can achieve Ln, w50 or

less. SLR has advised that they do not agree that Ln, w 50 dB will be adequate to address impacts from weights being dropped, running machines or group exercise classes. SLR has subsequently recommended that a high deflective gym floor is required to address structure-borne noise and vibration from high impact areas of the gym.

171. An alternative location for the gym is not apparent, nor has an alternative location been suggested by the applicant. Therefore, it is recommended that a high deflective gym floor is required, as recommended by SLR. This will be conditioned on permit accordingly.

Cinema Screen (Place of Assembly)

172. While the permit applicant has not applied to use the land for a Place of Assembly, the current amendment has included reference to a cinema screen on the northern wall of the East Building facing the Village Square.

173. The applicant has explained that the intent of the screen is to activate the adjacent outdoor spaces i.e. Village Square and the Level 1 terrace, through broadcasting special events or specific movie nights. It is intended that the screen would be managed by the Owners Corporation. It is proposed that the hire of headsets to stream movie sound and temporary seating could be organised.

174. Concern is raised in relation to the potential amenity impacts such as noise and lightspill. Insufficient detail has been provided to adequately consider the amenity impacts created by this use. Concern is also raised in relation to the potential privatisation of the public square if the screen was to be managed by the Owners Corporation.

175. Council's Open Space Unit has also reviewed the proposed cinema with respect to the impact on the Village Square and raises similar concerns regarding the lack of management detail provided to assess the potential impacts, including how content will be managed and the potential impact upon the square and surrounding public realm.

176. Rather than providing the necessary information, the applicant has indicated that they would be agreeable to deletion of the cinema screen. On this basis, a condition is recommended on the amended permit for the deletion to references to the cinema screen from the plans and elevations.

Packaged Liquor

177. The amendment seeks to introduce a packaged liquor offering to one of the shops adjacent to the supermarket. The key considerations are the decision guidelines within Clause 52.27 (Licensed premises) and Council's Licensed Premises policy at Clause 22.09. The latter contains six key elements, which have been considered in turn below.

Location and access

178. The location of the licenced premises is consistent with policy in that it is within a commercial shopping centre, next to the proposed supermarket and away from any sensitive residential uses. The location within a shopping centre also offers high levels of public safety and surveillance of customers as they enter and leave the premises.

Venue design

179. The relevant policy for the bottle shop relates to waste management and storage on-site. Given that packaged liquor will be consumed off the premises, waste generation would be limited and largely consist of cardboard packaging. It is considered that this can be readily accommodated within the waste management procedures outlined in the Waste Management Plan for the overall site, which includes provision for 50L of recyclables per 100sqm and regular collection, 5 days a week. These rates have been reviewed by Council's City Works Unit and deemed to be acceptable.

Hours of Operation

180. Pursuant to Clause 22.09-3 of the Scheme, it is policy that:

(a) Packaged liquor outlets should not provide for the sale of liquor after 11pm; and

(b) Licensed premises (including packaged liquor outlets) should not commence the sale and consumption of liquor before 9am.

181. The proposed operating hours sought are between 9am to 11pm, consistent with the above policy. These hours will be conditioned on the amended permit, if one is to issue.

Patron Numbers

182. Clause 22.09-3.3 of the Scheme seeks to limit patron numbers in instances where alcohol is to be consumed on site. As the application is for packaged liquor, on-site consumption is not proposed. Therefore, this policy guideline is not applicable.

Noise and Amenity

183. Packaged liquor will be consumed off-premises and therefore will have minimal impact upon noise and the amenity of the area. Therefore, on-site noise attenuation measures are not considered necessary. Deliveries and waste collection is to occur within the designated loading bay area for the entire site. Noise associated with the use of the loading bay/waste collection area has already been considered under the acoustic report for the larger site. The proposed bottle shop is not anticipated to noticeably increase noise as a result of its operations.

Cumulative Impact Assessment

184. Pursuant to Clause 22.09-4 of the Scheme, a cumulative impact assessment is not required for an application for a packaged liquor outlet where the preferred hours of operation specified at Clause 22.09-3 of the Scheme are met. The proposal meets the referred hours of operation specified at Clause 22.09-3 of the Scheme, therefore a cumulative impact assessment is not warranted. Nevertheless, the application has been referred to Council's Social Policy and Community Amenity Unit for comment and there have not been any concerns raised. General amenity can be adequately enforced by way of Council's standard amenity condition, which is already contained on the permit at condition 54.

Development Plan Design Guidelines

Building Height

185. The DP suggests that buildings should be 14 storeys within Precinct 2A and 6-8 storeys within Precinct 2B, reducing to 4-6 storeys along the eastern edge of the site. These heights are displayed as preferred rather than mandatory heights.

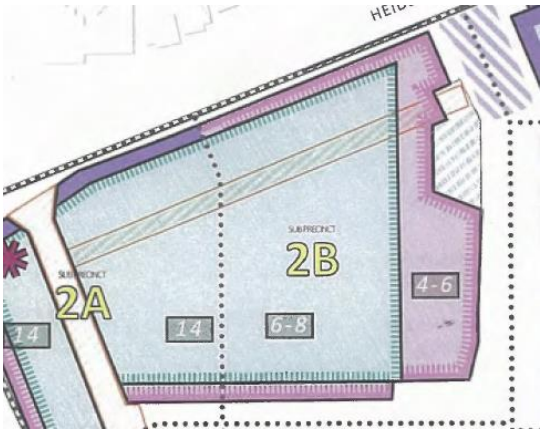


Figure 16: Built Form Treatment Plan (Figure 99) p. 111 of the DP

186. The current amendment does not seek to modify the building heights to the west of the site or along Heidelberg Road, which are 14 storeys within Precinct 2A (to the west) and 8 storey, stepping down to 6 storeys along Heidelberg Road, in accordance with the preferred height limits under the DP.

187. The current application seeks to reduce the height of the Civic Building, west of the Village Square by one storey (from 7 to 6 storeys), thereby having a reduced visual impact. This reduction in height will still present a well-articulated building interfacing with the Village square. This is also supported by the external urban design advisor, who was satisfied that '*…it remains tall enough to contribute to the framing of the Village Square.*'

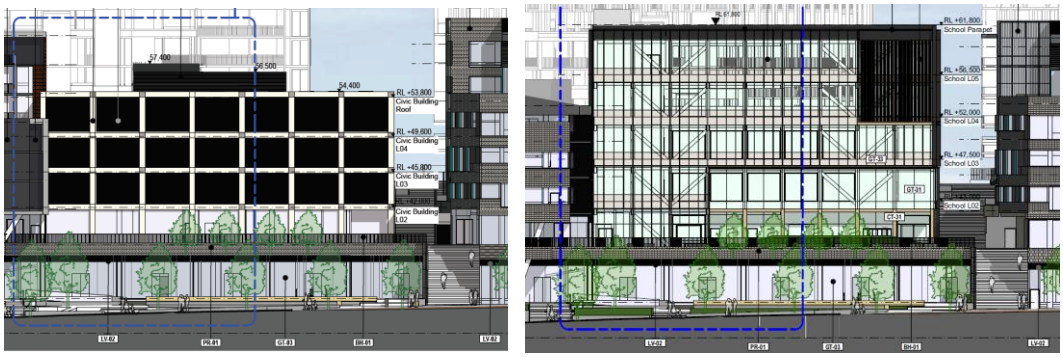


Figure 17 – Civil Building proposed amendment (left) and current amendment (right)

188. The amendment seeks to redesign the south-east section of the site, which includes a change in focus for this building. It is sought to reduce the street wall height (discussed later in the report), whilst increasing the overall height of the building.

189. The maximum number of storeys is proposed to be increased from 6 storeys to 9 storeys (as viewed from the south), however, the difference in the overall height is less substantial given that the floor to floor heights are also being reduced in the conversion of this building from office to residential apartments. The overall height will increase by 4.99m, from RL56m to RL60.99m.

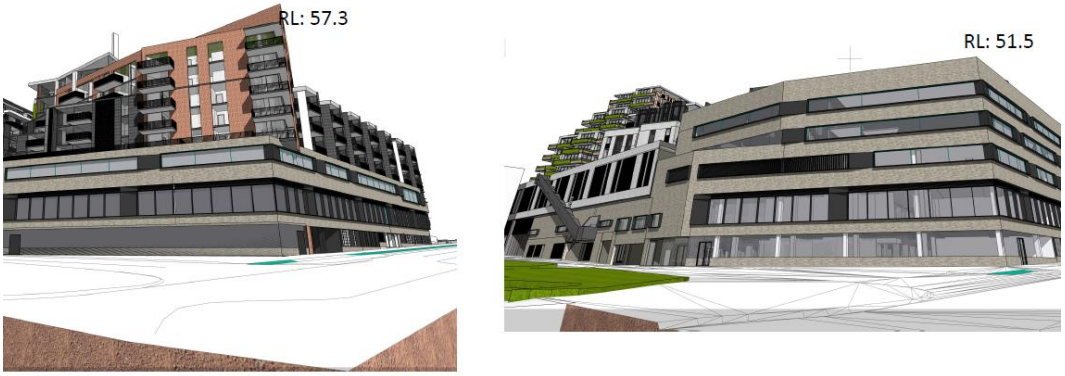


Figure 18 – Proposed south-east corner (left) and previous approval (right)

190. Whilst taller than the current approval, and taller than the preferred 6 to 8 storey height limit, the building is not considered to result in an increased visual bulk, particularly when viewed from Artisan Park to the south.

191. The revised building is more recessive and provides greater articulation to the upper levels. The external design advice agreed noting that '*The proposed southern setback to the upper form will offset its additional height, maintaining the same level of enclosure as already approved'*

192. Furthermore, the additional height will not impact on solar access to Artisan Park to the south, with shadow diagrams for the Equinox confirming that the shadow cast by the taller form at the will fall largely within the shadow cast by the existing approval.

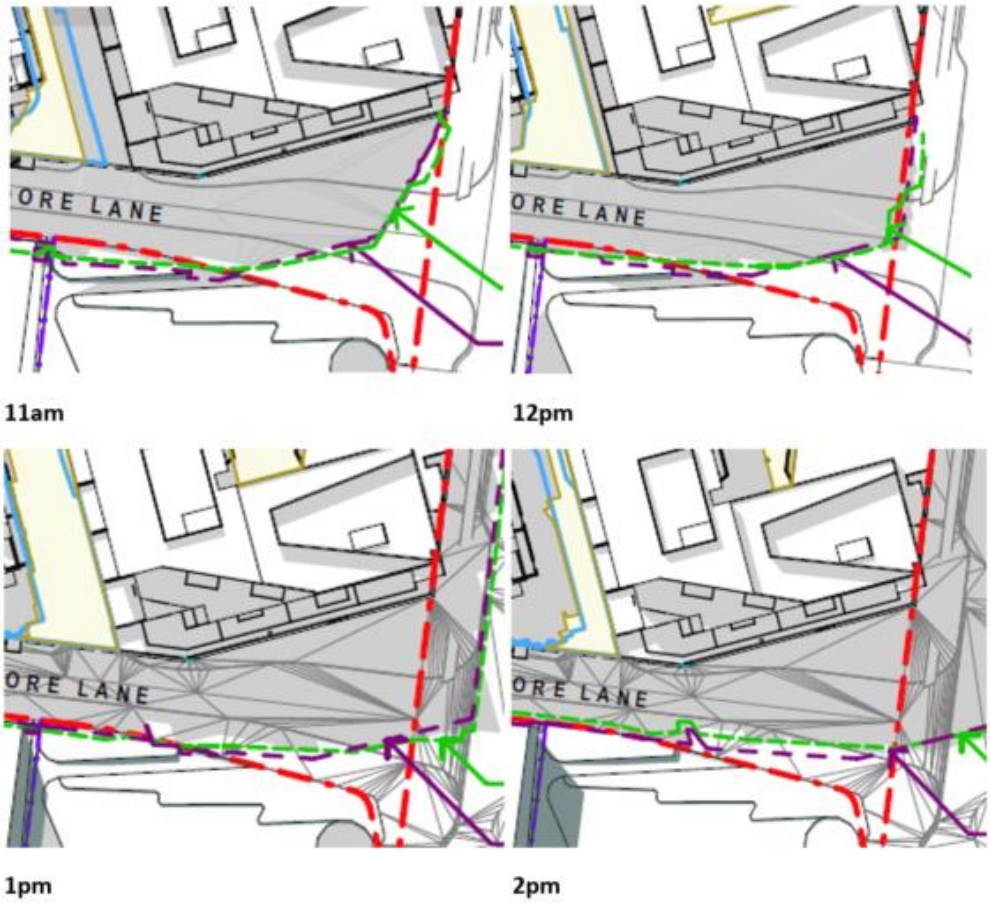


Figure 19 – Shadow comparison
(green dash=original, purple dash= previous amendment)

193. This variation to the preferred height limit is considered acceptable given that it will have no greater visual or amenity impact when compared with the approved 6 storey office building as discussed above. Furthermore, when viewed alongside the taller built forms to the west, the building will still provide a noticeable step down in height from Precinct 2A as anticipated in the DP and illustrated in the image below.

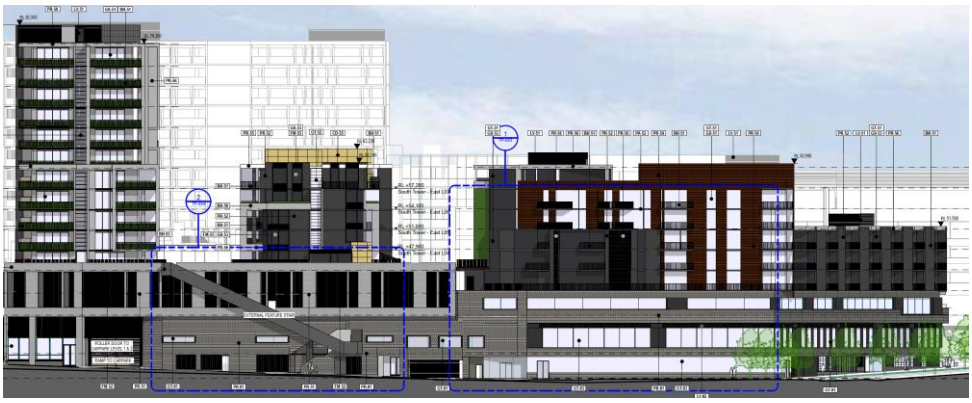


Figure 20 – Southern elevation

Setbacks

194. The design guidelines for the Village Precinct suggest that buildings above the podium level should be recessive. The guidelines also refer to the Built Form Treatment Plan (below). This plan indicates an 'above podium' treatment is to be provided along Heidelberg Road, Mills Boulevard and the Nelmoore Lane to the south. Notably there is no podium/tower treatment required along the Outer Circle Mews (to the west). The 'above podium' treatment along Mills Boulevard is also shown to be recessive.

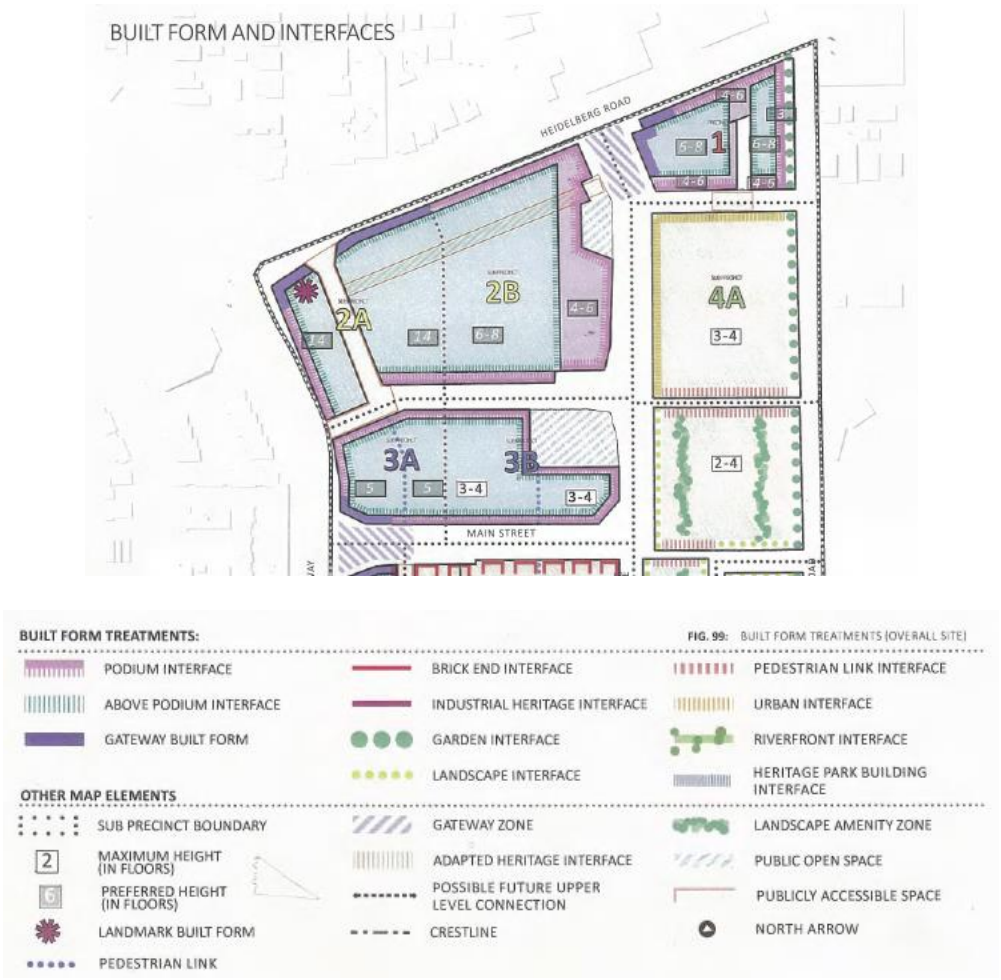


FIG. 99: BUILT FORM TREATMENTS (OVERALL SITE)

Figure 21: Built Form Treatment Plan (Figure 99) p. 111 of the DP

195. The general requirement for the 'above podium' interface is that '*upper levels should be set back from the podium edge to mitigate overshadowing or to diminish the apparent height abutting sensitive interfaces (as applicable).'* The minimum upper level setback for the Village Precinct is to be '*greater than 2.2m'* and *'to have regard to the building type, transition in height and adjoining interfaces'*

196. Along Heidelberg Road, the upper level setbacks are unchanged. The upper level setback at the northern end of the Outer Circle Mews associated with the North Building is also unchanged, however a slight increase is proposed for the East Building, which extends along much of the Mews. The upper level setback of this building is proposed to increase from 1.9m to 2.2m, with the exception for the lift core, which will continue to be set back 1.7m from the levels below as per the previous approval. While there is no upper level setback required along the Mews, the increased setback will result in a more recessive built form and is supported.

197. The upper level setbacks along Nelmoore Lane at the western end (i.e. within Precinct 2A) will change slightly, reducing in part from 4.02m to 3.77m and increasing in part from 8.08m to 11.47m. In all cases, the upper level setbacks are well in excess of the preferred 2.2m and are therefore acceptable.

198. To the eastern end of Nelmoore Lane, the existing approval allowed a 6 storey building built to the boundary. The current amendment seeks to introduce a more apparent podium/tower form for the south-east building. The upper levels are now proposed to be set back a minimum of 4.42m from the podium, with balconies projecting a further 2m into the setback (i.e. 2.42m from the podium). This will exceed the recommended 2.2m upper level setback identified in the DP and is supported.

199. At the southern end of Mills Boulevard (south of the Village Square), the existing approval allowed a 5 to 6 storey building to be built to the boundary. The current amendment will still extend to the street wall in part but will also have a staggered setback in a 'saw tooth' configuration. This is considered acceptable as the building is no higher than the approved built form at RL51.5 and therefore will present as a mid-height podium similar to the previous approval.

200. At the south-eastern corner of Mills Boulevard and Nelmoore Lane, a taller building element is proposed to 'mark the corner'. It is noted in the Built Form and Interfaces diagram (highlighted in the image below) depicts the 'above podium' extending to the corner at that point. In this regard, the proposed amended design response is considered in accordance with the DP. However, as illustrated in Figure 24 below, this projecting element extends beyond the title boundaries, which includes a section of the balcony. Construction of trafficable areas outside title boundaries is not supported. To address this issue, a condition is recommended that the corner is amended to ensure that the balconies, and the roof plant enclosure, does not project outside title boundaries.



Figure 22 – Image of projecting south-eastern corner element

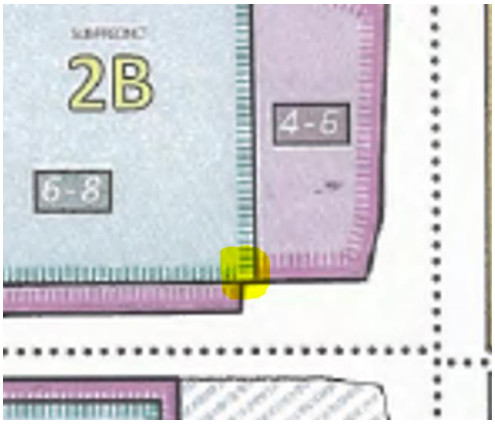


Figure 23 – excerpt of Built Form and Interfaces Plan – 'above podium' corner highlighted

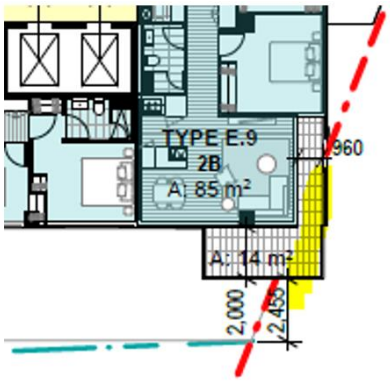


Figure 24 – proposed construction outside title boundaries (boundary dashed in red)

Street wall height

201. The design guidelines stipulate a preferred street wall height of up to three storeys for Precinct 2A, which may be higher along Heidelberg Road. The preferred street wall height for Precinct 2B is between 4 and 6 storeys. As identified previously, the Built Form Treatment Plan does not indicate that a podium/tower form is to be provided along the Outer Circle Mews.

202. Overall, there is little change to the street wall heights proposed. With the only change occurring to the south-eastern corner of the site within Precinct 2B. At the eastern end of Nelmoore Lane to the south, the proposed amendment seeks to introduce a podium/tower arrangement, recessing the upper levels above a three-storey podium. While the DP supports a podium height up to 6 storeys, the reduced height of the podium is supported as it will result in a more recessive and less dominate podium where adjacent to Artisan Park. Council's external urban designer also supported this amendment noting that '*lower height of the East Building at the Nelmoore Lane street edge will better reflect the height of the approved building on the south side, and contribute to a more 'comfortable' scale within the lane.'*

203. At the southern end of Mills Boulevard, the upper levels have been re-designed with recessed elements added. As a result of these changes, the perceived streetwall will be reduced from the original five storey form to three storeys. The amended street wall design is supported and will present a more articulated and less dominating form along Mills Boulevard.



Figure 25 – existing approved podium (left) current amendment (right)

Floor heights

204. The design guidelines suggest that residential floors should have a minimum 3m floor to floor height and commercial floors should have a minimum 4m floor to floor height. The floor to floor heights are largely unchanged as a result of the current amendment. These are 5.8m for the ground floor retail component, 3.1m (to achieve a 2.7m high floor to ceiling height) for the residential apartments and 3.9m to 4m for the commercial and community floors. The floor to ceiling height of the indoor multipurpose court will be reduced slight from 13.3m of 11.6m, however it will maintain a triple height ceiling.

Roof forms

205. The design guidelines encourage consideration of the composition of roof forms to creating a legible and visually appealing silhouette. The amended proposal continues to comprise a collection of buildings of different scales, forms materials and finishes. This creates variation between the buildings, contributing to a legible and visually appealing silhouette as sought by the design guidelines.

Built Form Articulation

206. The design guidelines encourage modulated building forms with vertical and horizontal breaks in the massing. Flat and continuous facades should also be avoided where they repeat the same form without variation or create a single horizontal form.

207. The proposed amendment generally maintains the articulated building forms as per the approved design. However, one of the amendments was to remove the north-facing balconies and windows to the South-West apartment building. This has resulted in a 10 storey high blank wall. While this wall will have limited visibility from the public realm, being largely concealed from Heidelberg Road by the northern apartment building, it would be highly visible from the apartments within the North Building.

208. The amended design proposes to articulate this wall by applying a decorative concrete panel arrangement as illustrated in the image below, with panels angled panels up to 40mm. A 40mm variation is unlikely to be perceivable from the distance at which the wall will be viewed (i.e. 13m from the North Building apartments),and would still present as a poorly articulated wall. Given that this wall is not a boundary wall, there is no need for this lack of architectural presentation.

209. It is recommended that angled concrete panels are increased to a minimum rebate of 150mm. Additionally, it is also required that this wall is further punctuated with glazing to each level. These recommendations have been included as amended conditions within the recommendation.

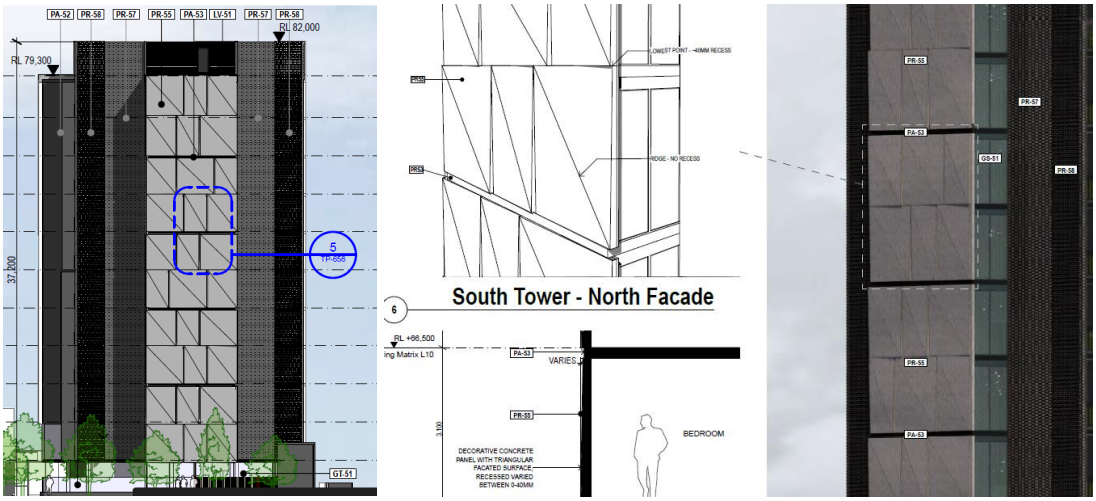


Figure 26: Northern Elevation of South-West building

210. A sheer wall has also been introduced to the northern wall of the East Building, south of the Village Square, as illustrated in Figure 27 below. The purpose of this sheer surface was to provide for a retractable 'cinema screen' on this wall. As previously discussed, the cinema screen is to be deleted via condition. However, concerns are raised regarding the lack of articulation to this wall, with Council's external urban designer noting:

    (a) *the blank wall that is now proposed on the northern façade of the East Building facing the Village Square is a retrograde step, that will remove visual interest and activation of this important piece of public realm, and miss the opportunity to provide solar access to the northern apartments.* ***It is recommended that the applicant be encouraged to review this aspect of the design and introduce windows and balconies facing north.***

211. The permit applicant has offered a solution via 'sketch plan' received 7 May 2021, to break-up this wall as illustrated in Figure xx below. However, as will be discussed later, a separation condition is recommended to introduce operable glazing to this wall for the purpose of providing additional natural daylight and ventilation in the communal corridors of the East Building. Therefore, rather than adopting the alternative design for this wall, a condition will require additional articulation to be provided, including the provision for windows to the common corridors.

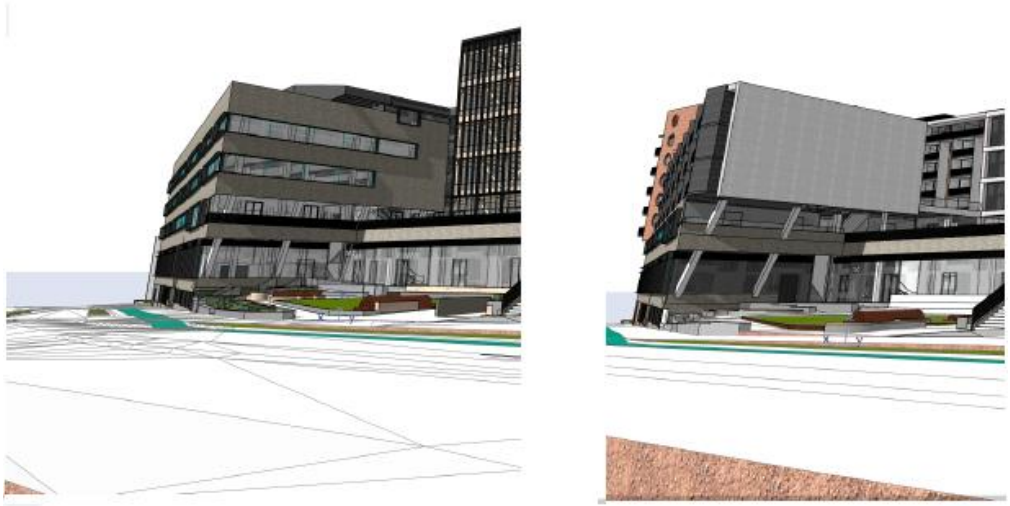


Figure 27 – Original proposal (left) and cinema screen wall of current amendment (right)



Figure 28 – proposed articulation to wall south of Village Square (sketch plan 7 May 2021)

212. The amended plan set has omitted the following detailed elevations:

    (a) North (upper levels) and west elevation of the East Building;

    (b) West elevation of the Civic Building; and

(c) East and west elevation of the East Building facing the central courtyard.

213. These elevations will be requested via conditions on the amended permit. The condition will also ensure that the north and west elevations of the East Building and the west elevation of the Civic building are appropriately articulated given their high visibility from within the site.

Corner lots

214. The design objective encourages façade treatments that address both streets and provide design treatments that emphasis the corner, including building up to the lot line.

215. The proposed amendments continue to meet this objective. The amendments to the south-eastern corner of the subject site will contribute to this design objective by further emphasising the corner. There is minimal change to the other site corners, with buildings on these corners continuing to address all street frontages.

Wind protection

216. The design guidelines state that for higher built form, proposals should demonstrate that building forms and articulation will mitigate adverse wind conditions at street level, public spaces, balconies and adjoining properties.

217. The existing permit contains conditions requiring an amended wind tunnel test to be submitted to address the following:

(a) *Assessment of the amended plans pursuant to Condition 1 of this permit;*

(b) *'Walking' rather than 'fast walking' used as the minimum acceptable criterion;*

(c) *Level 1 terrace to achieve sitting criterion where outdoor dining is proposed;*

(d) *Level 4 childcare terrace to achieve areas of standing and siting criteria;*

(e) *Clarification of the sensor location for Location 3 i.e. whether it was shifted into the recessed entrance; and*

(f) *Minimum acceptable criterion achieved for both Configurations 1 and 2 at all locations, excluding vegetation*.

218. An amended Wind Report was submitted with the current application prepared by Vipac (dated 8 September 2020), this was review by MEL Consulting (MEL) on behalf of Council. Concerns were raised in relation to the inconsistent application of the criteria from the previous report. Subsequently an amended report by Vipac (dated 21 December 2020) was submitted on 22 December 2020). Both reports were 'desktop' assessments rather than a revised Wind Tunnel Test as required by the condition.

219. The amended report (21 December 2020) was re-referred to MEL, who have advised that the report is not satisfactory for the following reasons:

(a) The Vipac report identifies two locations where "walking" criteria would be exceeded, contrary to Condition (b). These are at the north-west and south-west ends of the Outer Circle Mews;

(b) The Vipac report has assessed other locations along the Mews as meeting "walking" criteria, however this makes reference to the porous carpark within the podium. These assumptions are likely to be affected by the 'sleeving' of the podium along the Mews with apartments. Given the significant pedestrian activity expected along the Mews, a Wind Tunnel assessment, rather than a desktop assessment is considered warranted; and

(c) More substantial wind screens are likely to be needed around any outdoor seating areas at Location 14. It is recommended that this also be further tested.

220. Given the uncertainty with several assumptions in the Vipac desktop assessment, and that the report continues to suggest that two of the testing points will exceed “walking” criteria, the condition for an amended Wind Tunnel Test generally in accordance with the Wind Tunnel Assessment from 25 October 2019 will be required, however, a condition will be added for this to test the assumptions contained in the latest ‘desktop’ report by Vipac dated 21 December 2020, specifically in relation to achieving “walking” within the Outer Circle Mews and the wind mitigation measures (i.e. screens) for Testing Location 14.

221. The remaining conditions will remain with the exception for Condition (f), which called for an assessment against two configurations, Configuration 1, being vacant land and Configuration 2, being projected development. Given the advanced stage of the immediate abutting land to the west and the south, there is no need to undertake an assessment of vacant land. Reference to Configuration 1 will be deleted from the condition.

Building separation & overshadowing

222. A 12m separation or greater is encouraged in the design guidelines, considering orientation, building positioning, solar access, overshadowing, outlook, facade length and alignments between the buildings requiring more distance.

223. The residential buildings continue to provide a minimum 12m separation from one another, including from the East Building added as part of this amendment. The East Building will have a 12.3m separation from the South-East Building. Internally, the East Building will also maintain a minimum 13.7m separation within central lightcourt area, illustrated in the image below. The separation between the residential buildings ensures an appropriate level of daylight, solar access and outlook is maintained.

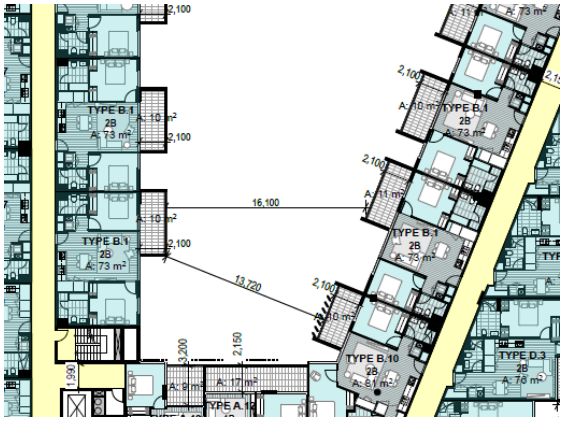


Figure 29 – central lightcourt of new apartment development

224. At the podium level, the distance between the outdoor terraces associated with South-West and the South-East apartment buildings are to be reduced from 14.69m to a minimum 9.8m. The proximity of the outdoor terraces is not anticipated to impact daylight access or outlook for these podium apartments. Furthermore, given that the separation exceeds 9m, unreasonable overlooking opportunities will continue to be mitigated (borrowing from the ResCode Overlooking Standard).

225. Also at podium level, a minimum separation of 8.9m is proposed between the outdoor private terraces of South-East apartment building and the terraces of the East apartment building. While falling slightly short of the 9m overlooking benchmark, the separation is considered acceptable given that privacy screening is already provided to the South-East Building to protect privacy from the shared walkway between these spaces. The mix of evergreen and deciduous trees as illustrated in the landscape plan will also provide a further buffer between these spaces.



Figure 30 – Landscaping between the central and eastern apartment buildings

226. The minimum separation between the South-East Building and the outdoor childcare playground and multipurpose court is to be reduced from 11m to 9.6m. While it will result in a further non-compliance with the preferred 12m separation, the separation continues to be sufficient to mitigate unreasonable overlooking (being greater than 9m). The reduced separation is also acceptable on the basis that the height of the multi-purpose court and childcare centre is concurrently being reduced by 7.68m, the equivalent of two storeys as illustrated in the section below. Furthermore, as demonstrated on the floor plan excerpt below, the main outlook for the adjacent apartments has been orientated to the north, rather than toward the childcare playground. On this basis, the outlook and daylight of the apartments is not expected to be adversely impacted by the reduced separation and is therefore considered acceptable.

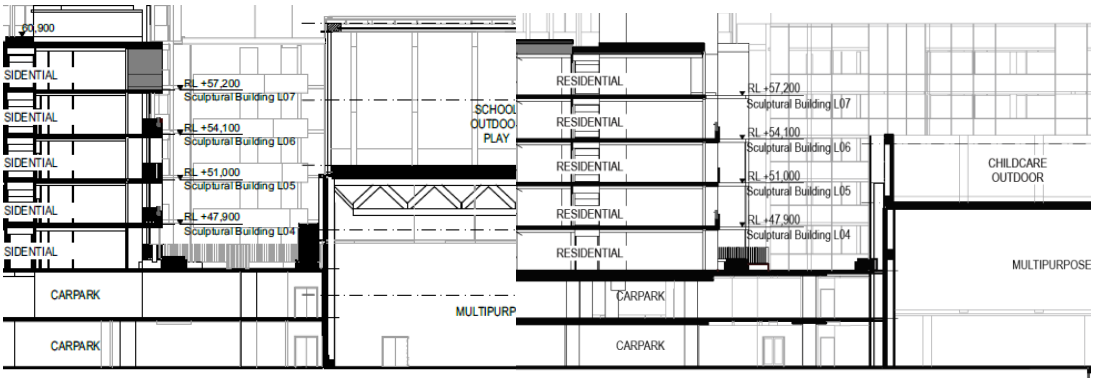


Figure 31 – comparison between existing approval and proposed amendment

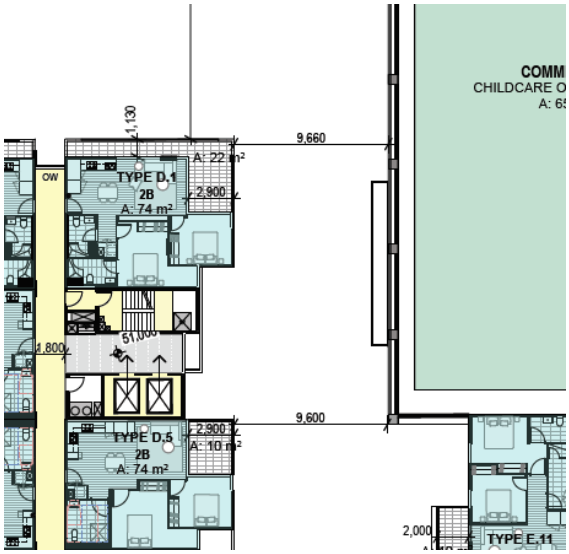


Figure 32 – Level 5 central residential apartment and childcare outdoor play area interface.

227. The separation between the childcare centre outdoor play and the serviced apartments to the north is to be reduced slightly from 6.45m (as previously approved) to 6m. However, the overall height is also proposed to be significantly reduced by 7.68m, thereby offsetting the potential impact from the reduced setback. This separation will continue to provide an acceptable level of amenity to the serviced apartment.

Connectivity & Interaction;

Public/Private Interaction

228. The design guidelines refer to the Connectivity and Interaction Plan, which is found at pp. 102 and 103 of the Development Plan. Of relevance, this promotes:

(a) Urban legibility and public access to and through the site;

(b) Street level interface treatments to contribute to high levels of pedestrian amenity and safety;

(c) Provide safe and convenient vehicular and pedestrian access;

(d) Minimise the impact of vehicles on public space where practical; and

(e) Support the preferred neighbourhood character sought by the site masterplan for each individual precinct and the place as a whole.

229. The pedestrian connectivity plan at Figure 94 of the DP identifies that pedestrian priority routes extend along all sides of the site (refer to image below). There is also an east-west connection that is shown toward the north of the site. This is identified also as a publicly accessible space.



Figure 33: Pedestrian Connectivity (Figure 94) p. 102 of the DP

230. The current amendment maintains the pedestrian connectivity through the site. Specifically, the through-connection from Mills Boulevard to the Outer Circle Mews via the podium communal courtyard (the Paper Trail). This is to be publicly accessible.

231. Concern was raised in the original application regarding the poor street level treatment along Heidelberg Road. To address this concern, a condition was added to the permit requiring full height glazing along the Heidelberg Road frontage to the supermarket. In the previous amendment, the applicant proposed an alternative response to this condition, which was a mixture of glass bricks and display areas. While the treatment to Heidelberg Road was an improvement to the original proposal, it did not sufficiently address the lack of street level activation. The advice received from Council's external urban design consultant in the previous amendment was that at least 3 of the 5 display cabinets should be replaced with full height glazing. This was reflected in an updated condition (Condition 1a). This condition has been met insofar as only two display boxes are now proposed (of which one which has been divided into two). However, the same material (GS-51) is used to identify clear, frosted and spandrel glazing. Further clarification will be required via an updated condition that the remaining three glazed panels are clear glazed into the supermarket.

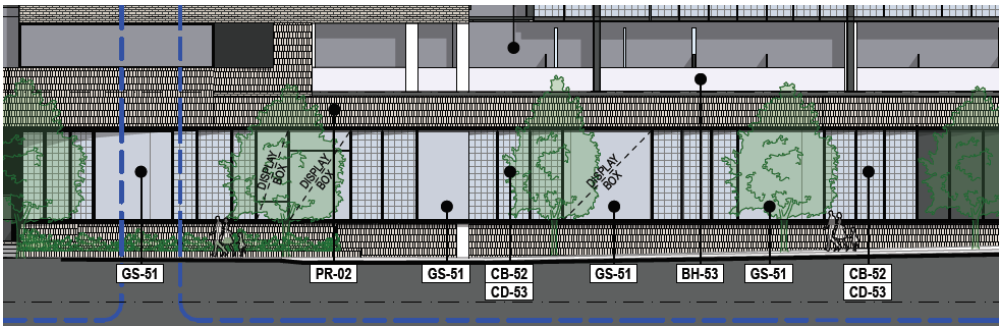


Figure 34 – Heidelberg Road Elevation to supermarket

232. An existing permit condition requires a public art management plan to be prepared within 6 months of commencement of the development. This is required to provide details of how the display cabinets will be maintained. This will be retained on the permit.

Ground floor level

233. The design guidelines state that the ground floor should be designed to provide convenient access from the adjacent public realm. The amended proposal continues to provide multiple entrances into the building, contributing to the pedestrian permeability through the site. Most

entrance points are provided at-grade, contributing to the ease of movement and inclusion through the site.

234. As part of the previous amendment, condition 1(t) was added to the permit to require the provision of a commercial lobby area with clear glazing and entry from Mills Boulevard at the Lower Ground level toward the southern end, north of the shop tenancy. This condition was sought to improve the activation and accessibility at the southern end of Mills Boulevard.

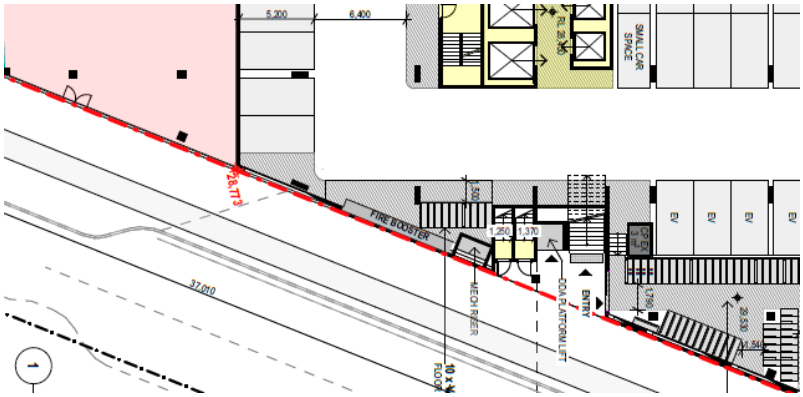


Figure 35 – Existing Lower Ground Floor Plan- southern end east elevation



Figure 36 – Proposed Floor Plan - southern end east elevation

235. Rather than locating the lobby to the north of the shop tenancy i.e. within the car parking area, the lobby has been placed within the existing footprint of the shop. While this response contributes to the accessibility at the southern end of Mills Boulevard, it does not increase the level of activation. To respond to this concern, the proposed amendment increases the glazing along this elevation, with louvered glazing provided to the car parking area, glazing has also been provided to the bicycle parking area. As illustrated in the images below, these changes reduce the 'void' space previously extending along Mills Boulevard.

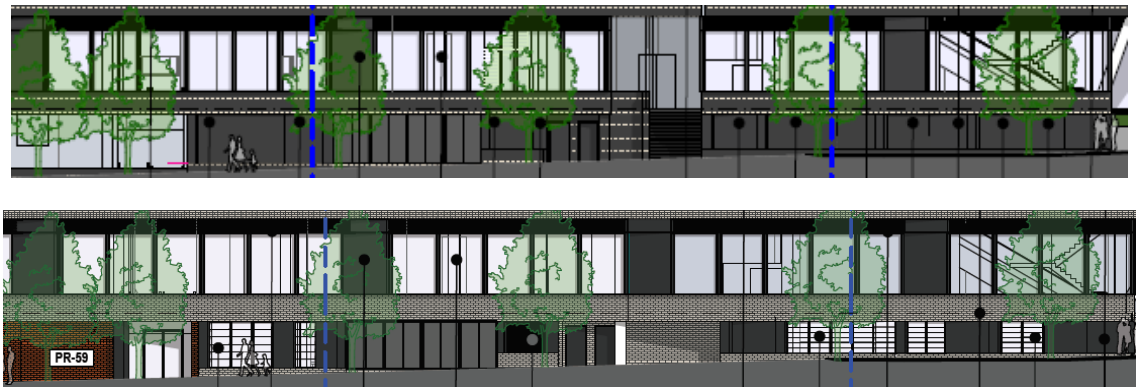


Figure 37 – Existing lower ground floor east elevation (top) and proposed lower ground east elevation (bottom)

236. However, the lobby area that has been introduced to the lower ground level has not maximised its opportunities to further activate the street, proposing a brick wall (PR-59 to the lobby area facing the street. To improve the activation and connectivity between the residential lobby and Mills Boulevard, it is recommended a condition require a large 'picture window' to increase the activation and views into the lobby area.

237. In the previous amendment, a narrow terrace was proposed to the ground floor retail space fronting Heidelberg Road. This was not supported as it created a separation between the path with solid balustrading and a recessed commercial shopfront. Condition 1(c) required that this be deleted. The current amendment has re-designed this shopfront to extent to the boundary line. This addresses the condition and is supported. The condition can subsequently be deleted.

Entry definition

238. The design guidelines state that common entrances for apartments should be well lit, transparent and in a visually prominent location. This design guideline continues to be met with the provision for two residential lobby entrances located along the Mews (unchanged as part of the current amendment) and the new residential lobby at the southern end of Mills Boulevard. The lobbies along the Mews continue to be generous in size and offer a high level of visibility via full height glazing. Public lighting is also proposed to be installed along the Mews, which would assist in illuminating the entrances to the lobbies. As previously discussed, the lobby along Mills Boulevard has limited transparency, with the external wall to this area composed of brick. This is to be amended to increase the extent of glazing via condition.

Building Layout & Design;

Internal Amenity

239. The design guidelines seek to avoid privacy screening to habitable rooms, particularly main living areas. Borrowed light or ventilation is also to be avoided.

240. The proposed layout and design of the amended proposal continues to minimise the need for privacy screening. The residential buildings are more than 9m (excluding the podium level) from each other, thus meeting the minimum ResCode threshold for overlooking. The podium terraces associated with the South-East building and the East building are a minimum 8.2m from one another, however overlooking will be sufficiently mitigated by the fencing required to prevent unreasonable overlooking from the shared pathway between these buildings.

241. The proposed East apartment building appears to have angled screens to one of the balconies to prevent overlooking opportunities in the elbow of the building. This is supported as the screened balcony will continue to have an outlook to the north-west, however, the extent of screening to the balcony is greater than necessary to prevent views into the balconies to the south-west. As illustrated in the diagram below, views beyond the first three angled screens are over 9m from the adjacent balconies and are not required to be screened to prevent overlooking. Accordingly, the screening could be reduced, which would further improve the outlook for this apartment. This will be conditioned accordingly.

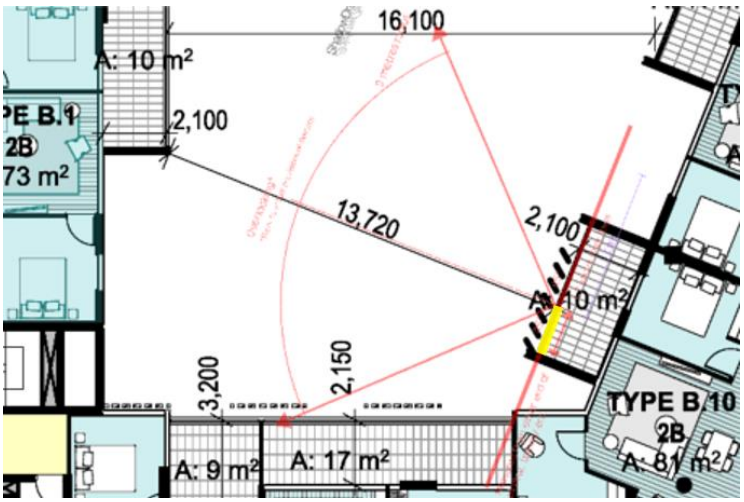


Figure 38 – 9m Overlooking diagram

242. All habitable room windows continue to have direct access to natural light, with none relying on borrowed light or ventilation. Condition 1(w) of the current planning permit required all habitable rooms to be fitted with an operable window (in addition to sliding doors). This has been addressed with each of the apartment types demonstrating an operable window (OW) is provided. This condition can be deleted.

Overlooking

243. The design guidelines discourage direct overlooking to habitable rooms and private open space. The amended proposal does not create any new overlooking opportunities. As discussed above, the separation between apartment buildings is sufficient to mitigate unreasonable overlooking opportunities.

244. Condition 1(u) of the current planning permit requires screening to the school playground to be provided within 9m of the balconies associated with the Urban Anchor (i.e. North building). This is not applicable to the childcare outdoor playground, as a separation distance of approximately 13m is now proposed. Subsequently, this condition can be deleted.

245. As discussed above, balcony in the elbow of the Eastern Building appears to be designed with angled screens to prevent overlooking into the balconies to the south-west. No details of the screens have been provided, such as the materiality, porosity and whether these are to be fixed. This detail will be required via condition to ensure that it will suitable reduce position overlooking opportunities.

246. Screening treatments to prevent unreasonable overlooking opportunities from the communal areas into the North, South-West and South-East Buildings are unchanged from the previous application and remain adequate. This includes 1.7m high timber fences with a maximum transparency of 25% (material BH-60). Section D on TP-602 appears to indicate that there will be similar fencing applied to the courtyard of the East Building apartments. However, no detail has been provided on either the elevations or floor plans. This will be required via condition.

247. Furthermore, the East Building is to have a communal terrace at Level 7, no details have been provided to demonstrate how overlooking will be prevented into the abutting apartments. This will also need to be clarified via condition.

Acoustic Treatments

248. The design guidelines require acoustic treatments to be provided to comply with the Preliminary Acoustic Assessment within Volume 2 of the DP.

249. The Preliminary Acoustic assessment states that acoustic treatments would be required for development within 20m from Heidelberg Road. The recommended design sound levels for houses and apartments near major roads are 35-40L_{Aeq} dB(A) for living areas and 30-40L_{Aeq} dB(A) for sleeping areas near busy roads.

250. The acoustic report submitted continues to demonstrate that the above targets will be met. This was reviewed by Council's external acoustic consultant as part of the previous amendment, who confirmed that the glazing appears likely to achieve these internal noise targets.

251. Acoustic treatments for noise generated by the specific uses have been discussed within the assessment of the land uses.

Design Detail

252. The design guidelines suggest that designs should be contemporary and demonstrate design excellence. A distinctive architectural response for landmark built form and within the gateway zone. The current amendment proposes various modifications to the façade, however the proposed development maintains its contemporary appearance and a distinctive architectural expression.

253. However, to ensure that architectural quality is maintained, a new condition requiring a detailed façade strategy to be development will ensure that the proposed architectural vision for the site is delivered.

254. The most significant built form change is occurring at the south east corner of the site, where the commercial office building is to be replaced with residential apartments. Perspectives from the south-eastern corner comparing the previous approval and the current amendment are provided below. These illustrate a lower podium form along the southern elevation and a greater variation between the treatment of the lower and upper levels. The proposed amendments assist in breaking up the massing of the current approval and contributing to the visual interest of the building. The proposed amendments will improve the relationship between with building and the public realm with a more recessed form with increased surveillance of the street. The amendments positively contribute toward a contemporary and distinctive architectural response for this corner.

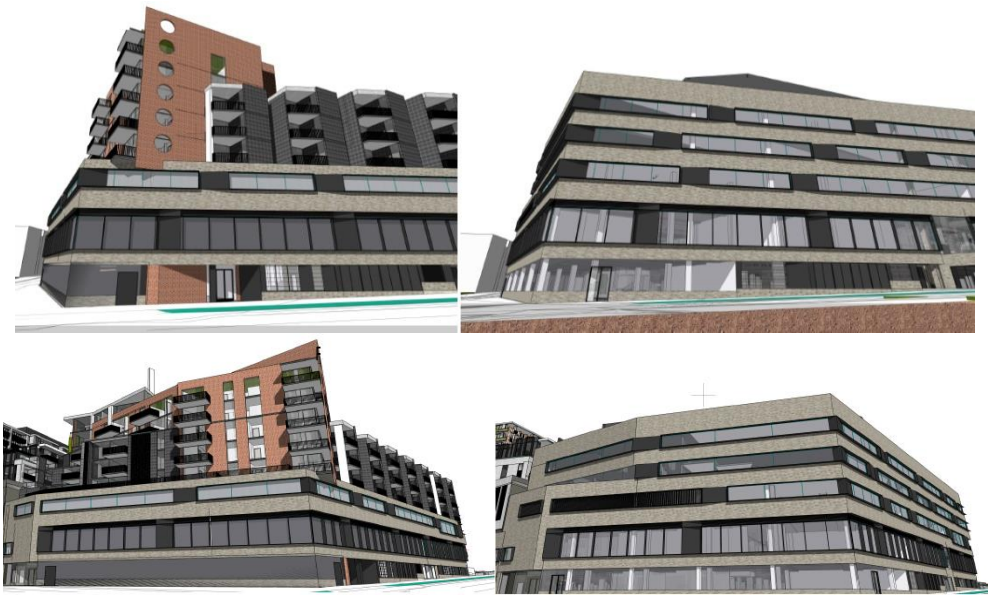
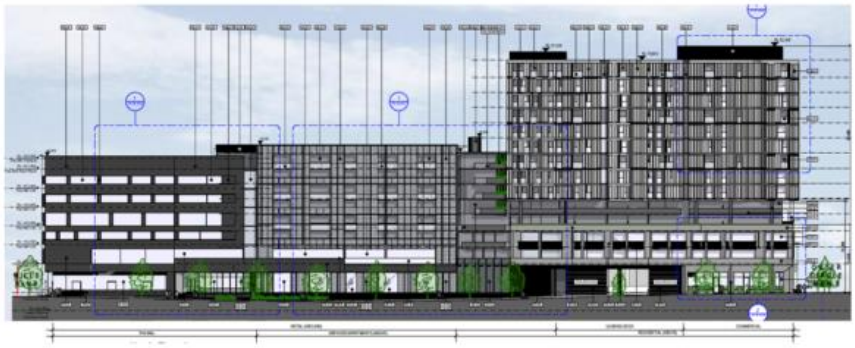


Figure 39 – South-east perspective of current proposal (left) and existing approval

255. Along the Heidelberg Road elevation, the composition of the facade will be similar to the existing approval. The upper levels of the previous design were divided into three sections, each with a distinct architectural treatment corresponding with the three different uses they occupy. The proposed amendment seeks to divide the building into four sections, further breaking up the length of the facade. This is also supported by Council's external urban designer.

Existing approval



Current amendment



Figure 40- Heidelberg Road elevation existing (top) and proposed (bottom)

256. The amendment proposes to simplify the treatment of the South-West Building, deleting the bronze metal screens and applying a more muted material palette. The external urban designer raised potential impacts on the ESD performance as a result of removing the screens, however as noted in the ESD assessment later in this report, the proposal has demonstrated that no apartments will exceed a maximum heating load of 21MJ/m^2 and is therefore acceptable.

257. The revised design also introduces a stronger emphasis on horizontal rather than vertical lines, which also aids in reducing the visual prominence of the built form. The southern end of the South-West Building has also been simplified by providing a uniform building height, replacing the tiered form. These design changes are considered to present a more resolved proposal, also responding to the external urban design advice provided in the original application, which had raised concern with the prominence of the original design noting its subservient position to the North Building on Heidelberg Road. Subsequently they invited the applicant to explore a more 'subdued' architectural expression. Whilst the previous amendment went some way to address this concern, the current amendment is considered a more successful response for this building.



Figure 41 – Existing approval of Living Matrix/South-West Building



Figure 42 – Current application of Living Matrix/South-West Building

258. The other notable change to the design detail is associated with the Civic Building along Mills Boulevard. A similar rectilinear formation is retained; with the metal fins replaced with an exposed concrete form, grid design. The building will continue to present a well-resolved, contemporary design contributing positively to the overall development.



Figure 43: Civil Building existing (left) and proposed (right)

Materials & Finishes

259. The design guidelines encourage high quality materials that will age gracefully, generally in muted tines with large expanses of highly reflective surfaces to be avoided. A material palette drawn from industrial heritage of the site, including natural concretes and render, face brickwork, steel and unfinished timber is also encouraged.

260. The material palette is largely unchanged from the previous approval. Condition 1(h)(iv) of the current planning permit required the “Midnight Blue” stretcher bond brick-snap cladding (PR-51) to be extended along the western portion of Nelmoore Lane, rather than concrete formliner (PR-56) previously proposed. This was recommended to ensure a high quality podium treatment was provided to all elevations. This condition has now been met, with the Nelmoore Lane elevation now composed of the brick-snap cladding (PR-51).

261. The South-West Building now proposes more subdued colour finishes. The bronze-coloured metal screens have been deleted. This simplification is appropriate as it further ensures that it does not ‘compete’ for prominence with the North Building. The lift core has been changed from concrete formliner (PR-56) to a “midnight blue” Flemish bond brick snap cladding with concrete infill (PR-57), which when viewed from a distance will have a similar appearance to “hit and miss” brick. A subtle design response that will add visual interest to this element. The southern portion of the building has also been simplified and will now have a similar design treatment to the rest of the South-West Building. The simplification of the materials and finishes is supported and will ensure that it continues to sit comfortably behind the North Building, complementing the lighter-coloured palette and maintaining its individual character.

262. The Civic Building, containing the community facilities, in the approved design was composed of curtain glass walls articulated with powdercoated steel fins. The revised design now presents a concrete grid frame with dark glass infill. Whilst a different palette of materials, it continues to have a civic expression reflective of its primary use. The grid frame is to be a ‘class 1 concrete’ painted white (CD-57). Concern is raised in relation to the durability and longevity of a painted finish. Rather than a painted concrete, it is recommended that a white concrete aggregate is used, such as *Brighton lite* or similar. This will be reflected in an updated condition accordingly.

263. The proposed amendment introduces additional materials to the south-eastern section of the building. The lower levels are maintained as “rustic tan” brick snap cladding. The mid-levels will now comprise a “Midnight Blue” stretcher bond brick cladding with sections of ‘hit and miss’ brick, also in “Midnight Blue” along the southern elevation. The use of “Midnight Blue” will also tie this building in with the “Midnight Blue” used within the podium along the Mews and the western section of Nelmoore Lane. The upper levels have also introduced a brick snap cladding, with an articulated Flemish bond in a “rustic blend”, which is shown as a terracotta red colour in the thumbnail. This will add contrast to the darker material of the mid-levels and will complement the “rustic tan” proposed in the lower levels. The amendment also introduced a “rustic blend” brick wall adjacent to the residential lobby area along Mills Boulevard. This will create a visual tie between the lower and upper levels of the residential apartment building, contributing to the sense of identity to this building.

264. The “rustic blend” brick is a new material introduced as part of this amendment and will add additional colour to the build and as sense of identity to the south-eastern corner. The material is not used elsewhere in the proposal, however it is similar to the brick in remnant buildings found in the wider APM site such as the “Wetlap” building and the 1920s Boiler House. The use of this material will enhance the connections with other precincts and the heritage fabric contributing to the APM site.

265. The materials continue to be drawn from industrial heritage, with a predominate mixture of brick, concrete and steel. The materials also continue to contribute to the individual identity of each building in a complementary way that bonds the overall development together.

266. A condition of the existing permit required a ‘graffiti proof finish to be applied to all ground floor publicly accessible areas. This has been addressed in the current amendment with a notation added to the elevations in the title bar to the right of the plan. This condition can subsequently be deleted.

Car Parking and Bikes

267. The design guidelines refer to the Integrated Transport Plan. This plan includes initiatives to encourage sustainable travel behaviours such as:

    (a) Provision for bicycle end of trip facilities;

    (b) Car parking at lower rates; and

    (c) Green travel planning.

268. Further discussion regarding the car parking provision is provided later within this report.

269. An existing permit condition required an amended Green Travel Plan (GTP) to reflect an increase in staff bicycle parking and end of trip facilities. A revised GTP has been prepared by GTA Consultants dated 20 July 2020 (Rev E) which reflects the bicycle parking and end of trip facilities provided on the amended plans. This has been reviewed by Council's Strategic Transport Unit and deemed acceptable. The existing permit condition, requiring preparation of the GTP, can therefore be deleted. The condition requiring the implementation of the Green Travel Plan will be retained, with reference to the satisfactory GTP.

270. Further discussion regarding bicycle parking provision is provided later within this report.

Mail and building services

271. The design guidelines encourage building services to be visually unobtrusive, screened or located away from active street frontage zones wherever possible. Mail collection points should also be secure, weather protected and close to the main building entrances.

272. The site services are largely unchanged in the current amendment. The amendment does not create situations where building services would be more visually prominent along the street frontages. As such, the design guidelines for building services will continue to be met.

273. In the previous amendment, notations indicating the mail collection points within the residential lobby areas were omitted, with a condition of permit requiring these to be clearly shown. This condition has been met in the current amendment, with the mailboxes clearly annotated on the plans within the residential lobby areas. This condition is therefore no longer required.

<u>Open space and landscape design;</u>

Streets and publicly accessible spaces

274. The design guidelines state that the Heidelberg Road frontage should provide for wide footpaths and generous public arrival zones at gateway locations with high quality public space. The guidelines also refer to the Landscape Concept Plan, which is at section 4.0 of Part 1 of the DP.

275. A landscape concept plan was submitted with the previous amendment application for all publicly accessible areas. This was reviewed by Council's Open Space and Urban Design Units who provided various comments and recommendations with respect to each area. These were translated into permit conditions for a revised landscape plan. A revised landscape plan was submitted with the current application and has been reviewed again by Council's Open Space team. An assessment against the current conditions and any new items is discussed in the following sections.

General

276. The following are conditions of the existing planning permit at Condition 17:

(a) *Consistency with the architectural drawings pursuant to Condition 1;*

(b) *Landscaping details of the Level 8 communal terrace;*

(c) *Landscaping details of the school playground;*

(d) *Remove landscape details for the Village Square;*

(e) *Greater detail of the vertical planting proposed to the Living Edge and the podium along the Outer Circle Mews regarding plant species type, irrigation and maintenance details; and*

(f) *Greater detail of the steel inserts, including cross sections, demonstrating that they will not be a tripping or slipping hazard, or alternatively removal of this feature;*

277. Conditions (b) to (d) are either no longer relevant or are met in the amended landscape plans submitted with the application. Condition (a) needs to be retained to ensure ongoing consistency given that further amendments will be required to the plans. (e) has not yet been addressed, however it is recommended that it is updated with the current building reference i.e. South-West Building to avoid confusion. Also, the vertical planting has been amended to planter boxes. This will need to be updated in the condition accordingly. (f) has been addressed with additional notes confirming the steel inlay will have a flush finish and will have a slip resistance classification of P4 or R11 (Anti slip coating). Council's Open Space Unit have requested details of ongoing maintenance to ensure continued compliance is achieved. This will be updated in the condition accordingly.

Heidelberg Road frontage

278. Condition 17(g) of the current planning permit required the following amendments to the previous design in respect to the Heidelberg Road frontage:

(a) *Retaining wall relocated at the kerb side edge;*

(b) *Remove planter box adjacent to the Outer Circle Mews, maintaining a consistent avenue of trees;*

(c) *Tree species to consider impact from future location of power lines and infrastructure; and*

(d) *Details of any landscaping proposed along the building line, including details to confirm durability and maintenance.*

279. As a retaining wall is no longer proposed along the kerb side edge, condition (a) can be deleted. Item (b) has been addressed with the planter box having been removed. The applicant has advised that the powerlines are to be located underground, however the plans have not specified the specific tree species proposed. Council's Engineering Services has advised that the tree species to be nominated for Heidelberg Road is 'Angophora Costata'. It is recommended that this be reflected in an updated condition accordingly.

280. Council's Engineering Services Unit, in consultation with Council's Open Space Unit, have requested additional detail in relation to the future civil design and construction detail of Heidelberg Road. This information exceeds the detail previously shown on this plan and is considered beyond the scope of the current amendment application to request this detail to now be shown. However, to ensure that there is consistency with other more detailed plans, a condition will be added to ensure that the plans are consistent with any other civil construction or detailed design plans for Heidelberg Road.

281. Item (d) has not been addressed and will be retained on permit as a general item. In the previous amendment, concern was raised in relation to the durability and maintenance of landscaping in this location. Greater detail of this landscaping was therefore requested addressing the durability and maintenance concerns.

Outer Circle Mews

282. Condition 17(h) of the current planning permit required the following amendments to the previous design in respect to the Outer Circle Mews:

    (a) *The cluster of four trees at each end of the Mews replaced with a single tree;*

    (b) *Avoid small 'left over' spaces between street furniture and garden beds;*

    (c) *Greater detail of the Water Sensitive Urban design beds including type of system and their broader connection;*

    (d) *Greater detail of the windscreens e.g. materials, porosity;*

    (e) *Provision of BMX coping/deterrents to street furniture; and*

    (f) *Colour variation applied to the brick plinths and pavements.*

283. The landscape plan (TP-LAN-OG-102, Rev 10) has been updated to address (a), (e) and (f). Details of the rain gardens (WSUD beds) as required by (c) have been provided within the ARUP Overland Flow and Stormwater Management report dated 21 November 2018, as such, this condition is no longer required. Council's Open Space Unit are not satisfied that (b) has been satisfactorily met and has also recommended that the extent of furniture and fixtures are reduced/rationalised in order to maximise planted areas and greenery. Furthermore, the legibility of the revised plan is compromised by overlapping notes and material tags. It is recommended that these are addressed via amended permit conditions, if one is to issue.

Nelmoore Lane

284. Condition 17(i) of the planning permit required amendments to the previous design in respect to Nelmoore Lane:

    (a) *Comprehensive levels and grading details;*

    (b) *Pinch point along the footpath to achieve a minimum width of 2.5m between the building and the kerb;*

    (c) *Improved landscape treatment within the triangular space to the south-east of the Machinery Hall created by the current amendment, including:*

        (i) *Provision of furniture to include seating with backs and armrests that can cater for grouping of people;*

        (ii) *Introduce low planting and garden beds; and*

        (iii) *Bicycle hoops set back a minimum 900mm from the kerb line.*

285. The plans have been updated to address (b) and (c)(iii). In regards to (a), additional spot levels have been provided but no details have been provided on grading. Council's Engineering Services Unit has provided further guidance, requesting that cross sections are taken at 10m intervals along the length outlining the proposed grades, levels and dimensions. Additionally, levels must be confirmed at the interface between Nelmoore Lane and Artisan Park. This additional clarification will be built into the existing condition.

286. Council's Engineering Services Unit has also identified a significant level change that is occurring along Nelmoore Lane. It is clarified that this is the section of land adjacent to the Hub building. A balustrade is proposed along this interface as illustrated in the landscape plans for PLN18/0173 (Artisan East).

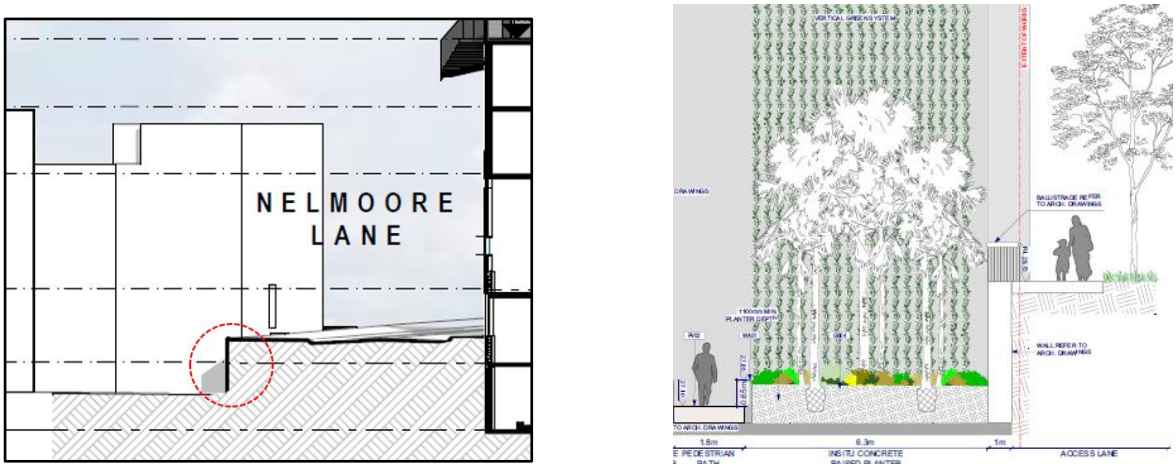


Figure 44: PLN17/0703 Architectural Plans Drawing No. TP-503 (left) and PLN18/0173 Aspect Studio Landscape Plans for Artisan East- M17038-LA-702 (right)

287. Council's Open Space Unit are not satisfied that the remaining conditions have been met as follows:

    (a) The revised plans appear to show seating (LF-05.1) adjacent to the garden beds, however no detail has been provided, with the Legend only describing this as 'custom precinct furniture'. Greater detail is required, which will be facilitated by an updated condition; and

    (b) Garden beds (GB-01-1) have been shown, however Council's Open Space Unit has requested specific details of the tree and plant species. This will be updated in the condition accordingly.

288. Council's Open Space and Engineering Services Unit have also requested additional detail to be shown including tactiles if required, light poles, kerbs, channels and drainage infrastructure and provision for bluestone. These items are not related to the existing permit conditions or the proposed amendments and therefore cannot to be included as conditions are part of the amended plans. However, with respect to lighting, there is a separate condition of the existing permit (Condition 27) that requires a lighting plan to be provided. This will require details of any new light poles to be shown.

289. Based upon the amendments to the Landscape plan, Council's Open Space Unit has requested the following additional modifications/additional information:

    (a) Brick paving PV-03.1 in the south west corner (south side of the lane) is replaced with PV-04.1 to be consistent with the remainder of the southern footpath;

    (b) integrate additional trees on the south side of the lane, noting that several trees have been deleted from the plans; and

    (c) Consistency of the banded application along the south side of the lane.

290. It is recommended that the above items are addressed via additional conditions.

291. Council's Open Space has also recommended that the proposed design coordinate trees with the Artisan East development / Artisan Park / the community building along the south side of the lane. Given the advanced stage of the Artisan development since the previous amendment was issued, it is recommended that a condition is included on any amended permit to require details of approved landscaping plans on the adjacent land to the south to be shown.

292. Council's Engineering Services Unit has noted that the plans have not been updated to reflect the intersection design with Mills Boulevard and shown on the latest Mills Boulevard Streetscape plans, which has received conditional approval from Council's Engineering Services Unit since the previous application. A condition will be added to ensure that all plans are updated to be consistent with approved Mills Boulevard streetscape plans.

Level 1 Terrace

293. Condition 17(j) of the current planning permit required various amendments to the previous design in respect to the Level 1 terrace:

(a) *Seating to be provided in clusters including details of seating capacity;*

(b) *Architectural canopies to be shown in plan and section;*

(c) *Comprehensive levels and grading information;*

(d) *Clear drainage strategy (including raised planter);*

(e) *Slope of the synthetic grass mount to be correctly references as 1:3 (rather than 1:20) on section drawing TP-LAN-L1 (Rev 3);*

(f) *Tree species and available soil volumes nominated; and*

(g) *Ensure trees are suitable offset from the edges of platers.*

294. Item (b) above is no longer required as the canopy has been deleted from the amended plans. Item (e) is also no longer relevant as the synthetic grass mound has been replace with an at grade area. This area appears to be grass (GR-02.1) however this will need to be clarified as it is missing from the Legend. This will be addressed via condition, if an amended permit is to issue.

295. Council's Open Space Unit were not satisfied that (a), (c) and (d) have been adequately met, as such they will be retained on the amended permit accordingly. In regard to (a), seating has not been provided in clusters and it is recommended that seating where people can face one another is re-introduced. Ergonomic seating has also been recommended by Council's Open Space Unit.

296. Conditions (f) and (g) have not been met, with the trees previously shown within the garden beds having been deleted. This amendment is not supported and a condition is recommended that the trees are reinstated, and (f) and (g) are retained.

Paper Trail (Level 3 podium)

297. There are no existing permit conditions relating to the Paper Trail. The amended landscape plan shows the relocation of the playground from within the residential communal open space area to alongside the Paper Trail. Council's Open Space has requested additional detail to be provided in relation to the safety and suitability of the playground design given that it will now be publicly accessible, including a safety assessment by a certified safety auditor. This should cover fall zones and clear zones and suitability of the steel bench by the playground. It is recommended that this be conditioned accordingly on any amended permit that issues. Also requested is clarification of the suitability of gravel (PV-05.1) adjacent to the pathway. It appears that the steel banding (PV-02.1) is to be used to minimise gravel spill, however this will be clarified via an additional condition on the amended permit, if one is to issue.

298. The public lift and the security fencing/gates have not been shown on TP-LAN-L3-101, therefore additional conditions of permit will require these items to be shown.

Village Square

299. As part of the previous amendment, a condition was added requiring details of the Village Square to be removed from the landscape plan set. Concurrently, a separate condition (condition 21 of the current planning permit) was added specifically for Village Square landscape plans. A separate condition has been added because the design development of the Village Square, being a future Council park, is occurring directly with Council's Open Space Unit through a separate process. The applicant has not sought to modify this condition, as such, it will be retained on permit.

300. Consideration needs to be given to whether the current proposal will have any impact upon the proposed Village Square. Section 5.10 (p173) of the DP encourages the development to '*provide at least 3 hours of solar access between 11am and 2pm to the majority of the open space, measured at the equinox*.'

301. The applicant has provided shadow diagrams comparing the previous approval and the current amendment. As illustrated in the table below, there will be slight increases in overshadowing between 11am and 2pm at the equinox, from 11sqm to 26sqm. However even at 2pm; the most affected hour, 63% of the Village Square will continue to receive solar access. This achieves the requirement of Section 5.10 insofar as the majority of the space will continue to receive solar access at this time and is therefore satisfactory.

RFI 24 - Village Square							
Solar Access Area (sqm)	**9am**	**10am**	**11am**	**12pm**	**1pm**	**2pm**	**3pm**
Solar Access Area in TP Submission Rev.05 [715sqm]	n/a	n/a	669	618	534	466	n/a
Solar Access Area in Current Amendment [700sqm]	n/a	n/a	656	598	521	440	n/a
Net Increase / Decrease	n/a	n/a	-13	-20	-13	-26	n/a

*Provide at least 3 hours of solar access between 11am and 2pm to the majority of the open space, measured at the equinox.

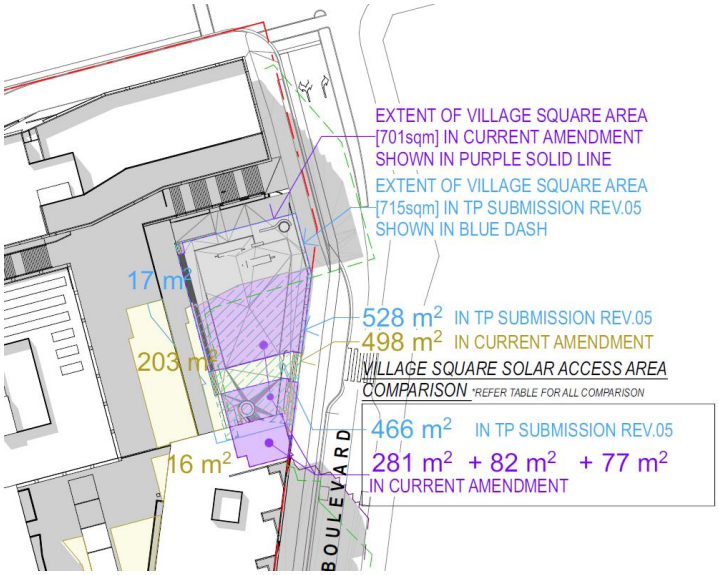


Figure 45 – 2pm shadow diagram comparison

Communal Open Space

302. The design guidelines encourage the provision of communal open space on roof areas. The proposed amendment retains the podium roof communal terrace for the South-East and South-West towers and the communal terrace at Level 8 (above the serviced apartments) for the North Building, however the latter has been reduced in area slightly.

303. A new area of communal open space is also proposed within the central podium of the residential apartments of the East Building.

304. Further discussion regarding the communal open space areas is provided within the assessment of clause 58 later in this report.

Private Open Space

305. The design guidelines recommend private open space in accordance with Clause 55 of the Scheme. At the time the DP was prepared, the open space requirements in Clause 55 were for an 8sqm balcony with a minimum dimension of 1.6m. Since the DP controls were created, Clause 55.07 (apartment developments of 4 storeys or less), and Clause 58 (apartment developments of 5 storeys or more) have been introduced and now also apply to the proposed development. It is noted that the private open space requirements are the same in both clauses and are as follow:

Dwelling Size	**Min area**	**Min dimensions**
Studio/1 bedroom	8sqm	1.8m
2 bedroom	8sqm	2m
3 or more bedroom	12sqm	2.4m

306. The previous amendment was generally compliant with the above open space requirements; however, a condition was applied to the permit as part of the previous amendment requiring:

(a) *Balconies to the north-facing apartments within the Urban Anchor building to achieve an average width of 1.8m for single bedroom dwellings and 2m for any two bedroom apartments*.

307. The Urban Anchor building has been relabelled as the North Building on the amended plans. Dimensions have been provided to all balconies as part of the current amendment demonstrating that the above dimensions have been met.

Environmentally Sustainable Design;

Material re-use

308. As discussed within the original application, the proposed development does not propose to re-use existing materials on site noting also the existing buildings on the site have already been demolished and removed from the site.

309. As an alternative, Council's ESD advisor recommended that recycled materials be used. This was to be reflected in an amended Sustainable Management Plan (**SMP**) pursuant to Condition 9(h)(i) and (l) which required in turn:

(a) *Use of recycled materials e.g. insulation;*

(b) *Recycled content for concrete and steel; and*

(c) *FSC certified sustainable or recycled timber for all timber uses wherever possible on site.*

310. An amended SMP was submitted with the previous amendment application, however this did not satisfactorily address these conditions. The previous amendment only committed to the use of one recycled material. Given the magnitude of the proposal and the volume of materials to be used, commitment to recycled materials for several of the more significant items was sought (as outlined subsequently in conditions 10(e), (f) and (h) of the amended permit). This has now been addressed within a further amended SMP (Rev K dated 9 July 2020) which now proposes concrete, steel, insulation and plasterboard with a recycled content. Additionally, all engineered timber is to be FSC certified. The amended SMP has been reviewed by Council's ESD Advisor and deemed to be acceptable.

Solar access and passive energy efficiency

311. The design guidelines seek to minimise the number of indoor and outdoor living areas with a southerly orientation. The orientation of the existing apartment buildings is largely unchanged, with most apartments benefiting from a north, east or west outlook. The layout of the East Building, introduced as part of the current amendment, has also been designed to minimise south-facing apartments, with 10 of a total 118 apartments comprising living areas with a single southerly orientation. This is less than 10% of the building and considered an acceptable outcome.

312. The guidelines also require that ESD compliance is achieved at planning application stage through to architectural and landscape designs consistent with or exceeding the requirements of the ESD technical reports. The endorsed ESD strategy within Part 2 of the DP relies heavily on the UDIA EnviroDevelpment tool. The endorsed report commits to meeting all UDIA EnviroDevelopment Criteria and all SDAPP best practice standards.

313. In the original application, concern was raised with the heat gain from exposed north, east and west glazing. A condition of the original permit sought to address this via external shading devices. This condition was not satisfactorily met by the previous amendment. Council's ESD advisor recommended that further testing be undertaken to demonstrate the effectiveness of shading at the summer solstice for north-facing glazing at noon, east-facing glazing at 10am and west-facing glazing at 2pm. This was reflected in Condition 10(a). Council's ESD advisor has confirmed that this has been satisfactorily met in the amended SMP (Rev K), with a preliminary NatHERS assessment indicating a maximum cooling load of 18.9mJ/m^2 and committing to no maximum cooling loads of 21MJ/m^2

314. In the previous application, Council's ESD advisor also made various other recommendations to the previous SMP report, which were subsequently translated into permit conditions as follows:

    (a) 'Published' BESS Report required for endorsement;

    (b) All *'items to be marked on floorplans'* within the BESS report need to be clearly shown on the drawings including clotheslines;

    (c) Preliminary Section J/NABERS energy modelling referenced in the BESS report to be submitted; and

    (d) Lighting power density should be provided to minimum 2019 NCC standards.

315. Council's ESD advisor has confirmed that a) and b) above have now been met, however c) and d) remain outstanding. These conditions will be retained on the amended permit.

316. A suite of conditions were added to improve the energy efficiency of the Community facilities at Condition 10(b). These are as follows:

    (a) *Thermal envelope with a minimum 20% improvement on NCC insulation requirements and double-glazing to windows;*

    (b) *Provision for effective external shading to sun-exposed glazing;*

    (c) *Operable windows to all areas, including remote window operation for highlight windows (e.g. to the multi-purpose court);*

    (d) *Provision for ceiling fans including high-volume, low-speed fans (HVLS) within the multi-purpose court;*

    (e) *Confirmation that captured rainwater will be utilised for toilet flushing in the community facilities;*

    (f) *Hot water to be solar-boosted gas, with minimum 60% boost; and*

    (g) *Photovoltaic array associated with the community facilities within the unused roof area of the school building.*

317. Council's ESD advisor has reviewed the above and has confirmed that Items (b), (d)-(g) have been satisfactorily met. However, Item (a) and (c) should be retained on the amended permit.

318. Additionally, Conditions 1(f) and 1(g) required details of solar panels to be shown on the roof plans and 40 electric vehicle (EV) charging points within the car parking areas. Condition 1(f) has been met insofar as solar panels have been shown, with a 24kWp system on the roof of the Civic Building and 61kWp system shared across the North Building and the South-West Building. However, the notation 'provision of' creates ambiguity as to whether these will be provided as therefore the condition will be modified to remove this wording. There are 40 EV charging points shown, with 28 EV charging points on the lower ground level and 12 x EV charging points on Level 1. Condition 1(g) has therefore been met and can be deleted.

Water Cycle Management

319. The design guidelines refer to the Water Cycle Management section of the ESD and services technical reports. The guidelines also encourage green roofs for areas exceeding 100sqm.

320. In the original application, concern was raised that the MUSIC model relied heavily on SPEL stormwater proprietary products. Council's ESD advisor was not supportive of this approach as it cannot ensure that urban stormwater quality objectives of best practice can be met. It was subsequently requested that evidence be provided that these products are effective in local Victorian conditions, or alternatively a different approach is used. The amended SMP (Rev K) submitted with the current application indicates that SPEL proprietary products are no longer proposed, with an updated 'Overland Flow and Stormwater Management' report by Arup (dated 21/11/2018) removing reference to SPEL products. This has been reviewed by Council's ESD advisor and deemed acceptable. This condition can therefore be deleted.

321. In the previous amendment, Council's ESD advisor also requested greater details of the stormwater retention system within open space areas, including cross sections as relevant. Council's ESD advisor is now satisfied that sufficient detail has been provided within the ARUP MUSIC modelling. This condition has now been met. An existing condition also required the location and size of the rainwater tank to be shown. This has also now been met, with the 100kL rainwater tank shown on the ground floor plan.

Heritage Interpretation

322. A Wayfinding and Interpretation Strategy was submitted with the original application. While this was largely supported, Condition 23 of the current planning permit sought the following amendments to be made:

    (a) *Heritage interpretation signage within the Paper Trail for the metal inlay; and*

    (b) *Provision for further details regarding the heritage interpretation and wayfinding elements e.g. steel paving inlay to vertical element transition*.

323. These conditions have not yet been met and will be retained on the amended permit accordingly.

Apartment Specific Guidelines

Design treatment for common areas

324. The design guidelines encourage external lighting and seek to minimise concealment points. In response to this, condition 25 of permit requires a detailed lighting plan to be provided, which includes provision for lighting of residential entrances. This will be retained on the amended permit. The proposed amendments otherwise do not create any new concealment points or areas of safety concern.

325. The design guidelines also seek to minimise the length of common area internal corridors and encourage natural light and ventilation. It also encourages minimum corridor widths of 1.8m wide. The internal corridors in the previous amendment were considered to meet the design guidelines. The only change to these corridors in the current application is a slight reduction in the corridor length, thereby improving the compliance with the design guidelines.

326. The internal corridors associated with the new apartment, East Building, will be between 1.8m and 2.15m wide, which comfortably meets the preferred corridor widths. The corridor length on Levels 2 to 4 is excessive, measuring at approximately 125m, however given the central location of the lift cores, the furthest distance required to travel from a lift to an apartment is 50m. The full length of the corridor would also not be appreciated given the U-shape of the building. Additionally, stairwells are provided at the ends of each corridor thereby providing residents with an alternative access.

327. Level 2 will receive reasonable natural light via the central main lobby and a second lobby at the north-eastern end. Levels 5 to 7 will receive natural light from a window adjacent to the central lift core. It is unclear whether the windows to these levels will be operable. To provide an opportunity for natural ventilation, a condition of permit will require the windows to these areas to be operable. The internal corridors on Levels 3 and 4 do not provide any natural daylight or ventilation. To introduce natural light into these levels, it is recommended that stairwell near the south-western lift core (shown in Figure xx) is glazed to the south, west and external eastern sides. This will also provide greater visual permeability within the corridor leading to the bin chute room, resolving a potential concealment area. Additionally, it is recommended that the corridor could be extended to the north-eastern end to provide glazing and natural ventilation opportunities. This is illustrated in Figure xx below. This amendment would require the layout of apartment on the western side of this corridor. It is recommended that these modifications are implemented via additional conditions on the amended permit.

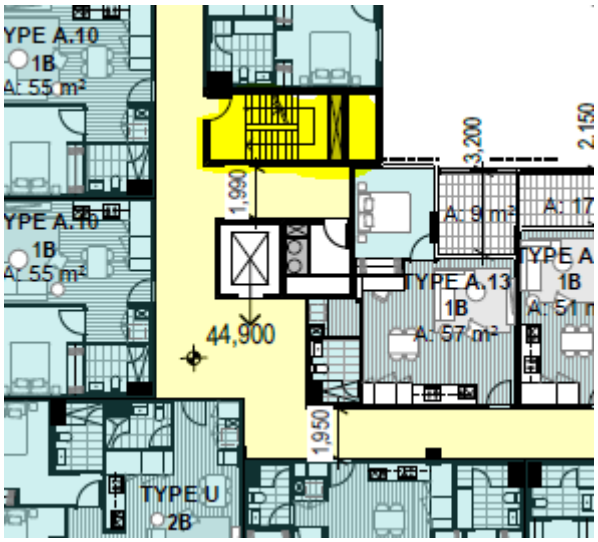


Figure 46 – south-western stairwell of the eastern apartment building

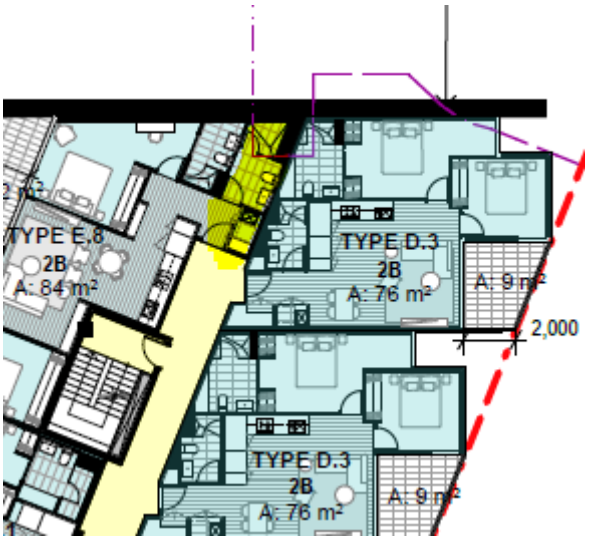


Figure 47 – possible corridor extension.

Parking and driveways

328. The design guidelines encourage car parking within basements, or otherwise it should be sleeved with habitable or active uses. Car park entrances should be visually recessive and located generally in accordance with site guidelines.

329. The location of car parking within the site is largely unchanged, situated within both basement, ground and podium levels.

330. In the original application, concern was raised to the visibility of carpark within the podium facing the Mews. This was partially addressed in the previous amendment, which introduced two dwellings along Level 1 and 2 of the podium, however a substantial portion of the carpark was still visible from the public realm. Condition 1(b) was subsequently added to the permit requiring Level 1 of the podium car park to be sleeved with apartments for the full length of the Outer Circle Mews, apart from the area accommodating the stairwell, with the option to relocate apartments from Level 2. This condition has not been completely met, with the southernmost portion of the Level 1 podium not sleeved. Instead, it is proposed to conceal the car parking spaces with a green wall, supported by purlins. This will go some way to reduce the visibility of the car parking. It is also acknowledged that the distance from the lift core makes accommodating a dwelling in this southern portion difficult. On this basis, the proposed green wall instillation is considered a satisfactory response.

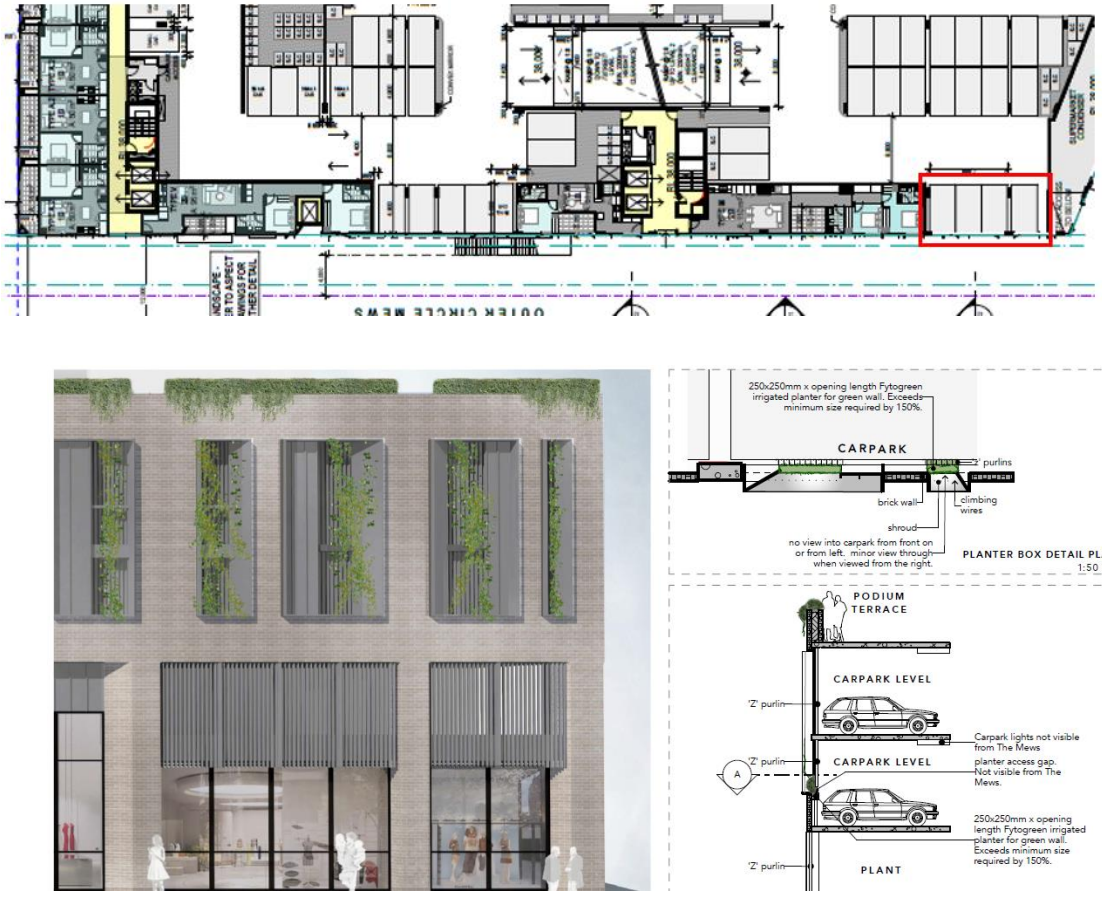


Figure 48 – Outer Circle Mews podium detail

331. The current amendment seeks to extend the commercial area on Level 1, subsequently reducing the visible car parking area along Nelmoore Lane in line with the design guidelines. This is a positive amendment and is supported.

332. The access points from Heidelberg Road and Nelmoore Lane are maintained as per the original application. Access arrangements are discussed in greater detail with the traffic and car parking assessment later within the report.

Waste management and loading areas

333. The amendment does not propose to alter the waste management and loading bay arrangements. These were considered satisfactory under the original application (and the previous amendment). An updated Waste Management Plan (WMP) has been prepared reflecting the amendments to the proposal. This has been reviewed by Council's City Works Unit. They have advised that due to changes in waste service systems announced by State Government, which now includes glass separation, the proposed development must demonstrate how all four waste streams will be managed i.e. general waste, recycling, organic waste and glass. An updated WMP to include this requirement will be reflected in a condition of the amended permit.

334. Council's City Works Unit has requested an explanation of how risks associated with waste management will be managed on site, such as collection process and user access. This is not a matter that has been raised previously, however given the change in uses and recycling requirements, it is considered reasonable that this be requested via an amended Waste Management Plan. This will be conditioned accordingly.

335. Council's City Works Unit has also requested that organic waste be provided for the commercial component Organic waste for the commercial component was not a matter that has been raised previously, nor is it a matter that has been raised in relation to the Sustainability Management Plan. On this basis, it is considered beyond the scope of the current amendment to require organic waste to be provided.

336. Given the extensive loading bay activity anticipated from the proposed uses on the site, condition 67 of the existing permit requires a loading bay management plan to be submitted prior to occupation of the building. This condition will be retained on the amended permit.

Clause 58 (Apartment Developments)

337. These guidelines apply to apartment developments of 5 storeys or greater.

Standard D1 – Urban Context

338. Matters relating to urban context have been covered within the assessment of the DP earlier in the report.

Standard D2 – Residential Policies

339. The amended proposal continues to be consistent with the applicable residential policies as covered earlier in this report.

Standard D3 – Dwelling diversity

340. The proposed amendment maintains a mix of dwelling types and sizes. The number of dwellings will be increased, however the distribution between one, two and three bedroom apartments is similar to the previous amendment with 16% one bedroom apartments (previously 14%), 80% two bedroom apartments (previously 82%) and 4% three bedroom apartments (previously 6%). While there continues to be a large proportion of two bedroom apartments, this remains acceptable on the basis that the wider Amcor site contains a substantial proportion of 3 and 4 bedroom townhouses. Also, the layout and design of the apartments would facilitate consolidation of apartments if there was a purchaser demand for larger dwelling types. Overall this standard continues to be met.

Standard D4 - Infrastructure

341. The proposed amendments would not further impact upon the existing infrastructure. Previously approved building services, such as a substation and rainwater tanks, continue to be shown on the plans.

Standard D5 – Integration with the street

342. Integration with the abutting streetscapes has been discussed within the DP assessment earlier within this report.

Standard D6 – Energy Efficiency

343. The proposed amendments do not have a noticeable impact on the energy efficiency of the approved development as previously assessed. As discussed earlier in this report, Council's ESD advisor requested typical façade details as part of the previous amendment to demonstrate the effectiveness of the shading at the Summer Solstice for east-facing glazing at 10am, north-facing glazing at noon and west-facing glazing at 3pm. This further testing has been carried out within the amended SMP report submitted with the current application and deemed acceptable.

344. The amended SMP also included a sample of dwellings demonstrating that NatHERS annual cooling loads would not exceed the 21MJ/MJ threshold (Moorabbin area). This detail has been provided within the SMP submitted with the current amendment and deemed acceptable by Council's ESD Advisor.

345. Further discussion regarding the energy efficiency of the development was provided within the DP assessment.

Standard D7 - Communal open space

346. This standard requires developments with greater than 40 dwellings to provide a minimum of 2.5sqm of communal open space per dwelling or 250sqm, whichever the lesser. In the case of the subject site, the lesser is 250sqm.

347. Each residential apartment building will have access to communal open space. The communal roof terrace for the North Building is retained on Level 8, however it has been reduced in size from 540sqm to approximately 350sqm. This continues to exceed 250sqm and is therefore considered acceptable.

348. The communal open space for the South-East and South-West Buildings is retained on the podium level, however it has been reduced in size. The space between the two buildings has been reduced in width from 14.69m to 9.8m; now functioning as a landscape walkway, rather than a gathering space. The seating area proposed between the two buildings has been deleted and the playground has been relocated to the Paper Trail area of the podium, which is publicly accessible. However, sufficient communal open space areas are maintained. This includes an outdoor seating area adjacent to the indoor communal facility at the northern end of the South-West Building, and two circular areas with benches and tables and chairs. The total podium terrace area will be approximately 1500sqm, well in excess of 250sqm. As such, the communal open space provision for these apartment buildings continues to be adequate.

349. The new apartment building (East Building) has a central courtyard measuring approximately 850sqm (less than the 1,097sqm annotated), well in excess of Standard D7. Additionally, a communal roof top terrace of approximately 240sqm is proposed at Level 7. Communal Open Space has been provided well in excess of Standard D7.

Standard D8 – Solar Access to communal open space

350. The standard encourages communal outdoor open space to be located on the northern side of a building if appropriate. It also seeks to ensure that at least 50 per cent, or 125sqm, whichever the lesser, of the primary outdoor open space area receives a minimum two hours of sunlight a day between 9am and 3pm on 21 June.

351. Updated shadow diagrams for 21 June have been provided. The proposed amendment will continue to comply with Standard D8 as follows:

    (a) North Building – 251sqm to 285sqm between 11am and 1pm;

    (b) South-East and South-West Buildings – 139sqm to 304sqm between 12pm and 2pm; and

    (c) East Building - 359sqm to 466sqm between 11am and 1pm.

Standard D9 - Safety

352. The proposed amendments do not affect the safety and security of residents and properties as previously assessed. However, as discussed earlier, additional conditions are recommended to the amended proposal to further improve the passive surveillance at street level.

Standard D10 – Landscaping

353. The proposed amendments seek to increase the provision of landscaping on the site. This has been further assessed within the landscaping discussion within the DP.

Standard D11 - Access

354. The access arrangements are discussed within the assessment of the DP as well as the car parking section below.

Standard D12 – Parking location

355. This standard continues to be met. The amendments maintain a similar level of accessibility to the car parking areas as the approved development. This is further discussed within the car parking section below.

Standard D13 – Integrated water and stormwater management

356. These matters have been discussed previously within the DP assessment of Water Cycle Management.

Standard D14 – Building Setbacks

357. The DP contains specific setback requirements, which have been discussed earlier within the report.

Standard D15 – Internal Views

358. Internal views have been discussed within the DP assessment previously.

Standard D16 – Noise impacts

359. As identified in the assessment of the original application, the proposed development is not located in proximity to noise generating areas as listed under this standard. However, a revised acoustic report has been provided in accordance with the DP requirements as has been discussed earlier within this report.

Standard D17 – Accessibility Objective

360. This standard requires at least 50 percent of dwellings to have:

    (a) *Clear opening width of at least 850mm at the entrance to the dwelling and main bedroom;*

    (b) *Clear path with a minimum width of 1.2m connecting a dwelling entry to the main bedroom, an adaptable bathroom and living area;*

    (c) *Main bedroom with access to an adaptable bathroom; and*

    (d) *At least one adaptable bathroom meeting Design A and B within Table D4 contained within the Standard.*

361. A revised clause 58 compliance table was provided with the amendment application confirming that the accessibility standard has been met for 96% of dwellings within the development, comfortably exceeding the requirement for 50% compliance.

Standard B18 – Building entry and circulation

362. This standard encourages visible and identifiable entrances, safe, functional and efficient layout of internal areas and internal communal areas with adequate access to daylight and ventilation. These matters have all been discussed under the relevant design guidelines within the DP assessment.

Standard D19 – Private Open space

363. Private open space has been discussed with the DP assessment earlier within this report.

Standard D20 - Storage

364. The standard encourages each dwelling to have convenient access to usable and secure storage space in accordance with Table D6 (below).

Table D6 Storage

Dwelling type	Total minimum storage volume	Minimum storage volume within the dwelling
Studio	8 cubic metres	5 cubic metres
1 bedroom dwelling	10 cubic metres	6 cubic metres
2 bedroom dwelling	14 cubic metres	9 cubic metres
3 or more bedroom dwelling	18 cubic metres	12 cubic metres

365. The previous amendment largely complied with the storage requirements, with the exception for a two-bedroom Apartment Type B3, which provided a total of 12.7 m^3 of storage, falling short of the required 14m^3. This affected two apartments within the development. This non-compliance was required to be rectified via condition 1(z) of the permit. The amended development has removed apartment type and now provides storage volumes for all apartments in accordance with Table D6. This condition has been met.

Standard D21 – Common Property

366. This standard states that developments should clearly delineate public, communal and private areas. Common property should also be functional and capable of efficient management.

367. The common property areas within the development continue to meet this objective as per the original application.

Standard D22 – Site services

368. Site services and mailbox locations have been discussed earlier within the assessment of the DP design guidelines.

Standard D23 – Waste and Recycling

369. These matters have previously been discussed under the DP Design Guidelines.

Standard D24 – Functional Layout

Bedrooms

370. Table D7 within Standard D24 states that the main bedroom should have minimum dimensions of 3.4m x 3m with remaining bedrooms of 3m x 3m. The clause 58 compliance table and the annotations on the apartment layouts continue to demonstrate compliance with these standards.

Living areas

371. Table D8 within Standard D24 specifies a minimum area of 10sqm and width of 3.3m be provided for single bedroom dwellings, and for two or more bedroom dwellings; a minimum area of 12sqm and minimum width of 3.6m. This is to exclude kitchen and dining areas. The previous amendment demonstrated that all apartments would achieve the minimum area requirements, however it did not demonstrate that the minimum dimension would also be met. This was sought to be addressed via Condition 1(y). The amended plans still do not

include minimum dimensions of the living areas and as such, this condition will be retained on permit.

Standard D25 – Room depth

372. This Standard discourages single aspect rooms exceeding a room depth of 2.5m times the ceiling height. The floor to ceiling heights to living rooms are 2.7m, thus room depths should not exceed 6.75m.The standard states however, that this can be increased to a depth of 9m for open plan habitable rooms, provided that the kitchen is the furthest from the window and the ceiling is at least 2.7m.

373. The only habitable rooms that exceed a depth of 6.75m relate to living areas. In these cases, the kitchen is located the furthest from the window and the depth of the room does not exceed a maximum depth of 9m in accordance with Standard D25. The exception to this is single bedroom Apartment Type A15, which has been introduced as part of the current amendment. The clause 58 table identifies this apartment as having a maximum depth of 9.5m, however, based upon officer assessment, the maximum depth of the room is 8.8m. Additionally, this also includes a cupboard, European laundry cupboard and apartment entrance area at the far end of the room as illustrated in the image below. It is appropriate to exclude these areas from the area intended as the main living area, which is considered to cease at the end of the kitchen, which is illustrated below as having a maximum dimension of 7.2m, consistent with Standard D25. Based upon the officer assessment, the proposed amendment is considered to continue to comply with this standard. To ensure that this is accurately reflected in the Clause 58 compliance table, a condition of permit will be required for this table to be updated to accurately reflect the dimension of the main living area excluding the entrance, laundry and storage areas i.e. 7.2m.

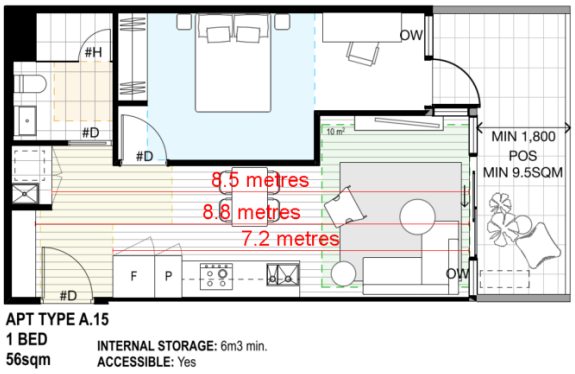


Figure 49 – Apartment type A15, dimensions added by Council officer.

Standard D26 – Windows

374. This standard requires all habitable room windows to have a window to an external wall of a building. This continues to be the case for all bedrooms and main living spaces.

375. The previous amendment included two apartment types (Type D & L) with a second bedroom receiving daylight from a smaller area. The current amendment has added 5 new 'D-type' variations with this saddle-back arrangement. This is permitted under Standard D26 provided that the secondary area is a minimum width of 1.2m and a maximum depth of 1.5 times the width, measured from the external surface of the window. Apartment types D & L complied (and continue to comply) with this requirement. New apartment Type D.5 is shown to have a width of 1.237m and a depth of 1.82m, however the depth is taken from inside the window, rather than the external surface. Taken from the external surface of the window, the maximum depth is approximately 2m. This does not comply, with Standard D26, which requires a maximum depth of 1.855m (i.e. 1.5 x 1.237 = 1.855m). Apartment Types D.1 and D.2 may also not be compliant. A condition will require full compliance with Standard D26 (windows), with room extension depths measured from the external surface of the window.

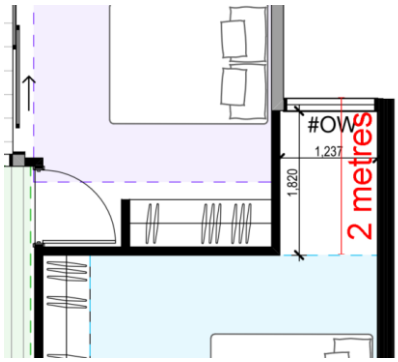


Figure 50: Apt Type D.1, with additional dimensions added by Council officer.

Standard D27 – Natural ventilation

376. This standard encourages that at least 40 per cent of dwelling provide effective cross ventilation that has:

    (a) A maximum breeze path through the dwelling of 18m;

    (b) Minimum breeze path through the dwelling of 5m; and

    (c) Ventilation openings with approximately the same area.

377. The Clause 58 compliance table suggests that the cross-ventilation opportunities have been increased from 43% to 54% in the current amendment, with a maximum breeze path of 11.5m provided. The breeze paths however have not been depicted on the plans and to ensure compliance is adequately achieved, a condition of the amended permit will require the cross ventilation opportunities to be drawn on plans.

Car parking, bicycle facilities and traffic generation

378. As a consequence of the amendments, the statutory car parking requirement has increased marginally from 1,326 spaces to 1,342 spaces for those uses where a parking rate is nominated in the Scheme. The number of car spaces on site has also increased from 1018 spaces to 1,021. Considering the additional car parking spaces, the gross reduction in the statutory rate has increased from 265 spaces to 321 spaces, thus an increased overall reduction by 56 spaces.

379. As outlined in the report for the original application, the DP anticipates a variation to some of the statutory rates, referencing the endorsed Traffic Management Plan within Volume 2 of the DP, which requires the following rates:

Table 5.7: Summary of Recommended Car Parking Rates

Land Use	Category	Recommended Parking Rate
Residential	One Bedroom Dwelling	1 space per dwelling
	Two Bedroom Dwelling	1 space per dwelling
	Three Bedroom Dwelling	2 spaces per dwelling
	Visitor (Low Density) [1]	0.5 car spaces per dwelling
	Visitor (Medium Density) [1]	0.15 car spaces per dwelling
	Visitor (High Density) [1]	0.12 car spaces per dwelling
	Affordable Housing	0 spaces per dwelling
Specialty Retail [1]	Staff / Employee	0.5 spaces per 100sqm
	Visitor	1.8 spaces per 100sqm
Supermarket [1]	Staff / Employee	0.9 spaces per 100sqm
	Visitor	3.6 spaces per 100sqm
Office [1]	Staff / Employee	3.15 carspaces per 100sqm
	Visitor	0.35 carspaces per 100sqm
Community Use [1]	Childcare Centre	0.19 carspaces per child

[1] Where a "shared" parking pool is determined to be appropriate the recommended design rates are to be used together with use specific temporal activity profiles. Any variations to these rates would be subject to Council approval.

Dwellings

380. Notwithstanding the above rates, Condition 64(c) of the existing planning permit requires car parking to be allocated at a minimum rate of 1 car space per dwelling (excluding the affordable housing component) and at a minimum rate of 0.66 spaces per dwelling for the affordable housing component. The current amendment proposes a total of 431 dwellings, of which 177 are to be allocated as affordable housing. Based upon the rates imposed by the planning permit, the affordable housing component must be provided with a minimum 117 spaces and the remaining apartments must be provided with a minimum of 254 spaces. Car parking for the affordable housing component has been met, with 117 car spaces allocated to the 177 affordable dwellings. However, car parking has only been provided at a rate of 0.90 spaces for the remaining 254 dwellings, with 229 spaces provided.

381. As part of the current amendment, the applicant is seeking to provide parking to the single bedroom dwellings at a reduced rate of 0.5 spaces per dwelling. This reduced rate was advanced in the original application and the previous amendment, in addition to a reduced rate of 0.7 spaces for two bedroom dwellings. The reduced rates for one and two bedroom dwellings was supported in the original application by Council's Traffic Engineers and Traffix Group, who had undertaken a peer review of the application on behalf of Council. While Council officers supported the reduced rates in the original application, the resolution at the Council meeting in 2018 was to increase the car parking provision to 1 space per dwelling. The applicant again sought to reduce the car parking rates as part of the previous amendment, however this was not supported due to insufficient change in circumstance since the original application.

382. The applicant is no longer seeking a reduced rate for the two bedroom dwellings. The reduced rate of 0.5 spaces for one bedroom dwellings is considered acceptable noting that the development to the immediate west within Precinct 2A has been approved with a reduced residential parking rate of 0.38 spaces for 1-bedroom dwellings. This development has the same locational attributes as the subject site (being immediately adjacent) and therefore the reduced rate is considered equally justified on the subject site.

383. The reduced car parking rate is also considered acceptable given the accessibility to everyday services provided on the site, including supermarkets, shops and community facilities. The site has reasonable access to public transport located just outside the Principal Public Transport Network (PPTN), being 450m from Alphington train station. There is also a bus stop on Heidelberg Road within 100m of the subject site which runs from Heidelberg to the Melbourne University.

384. As un-restricted on-street parking will be extremely limited within the APM development site, and residents will not be eligible for Council parking permits, car owners would be dissuaded from occupying apartments without a car space. The allocation of a portion of apartments without a car space also aligns with Council's municipal strategic statement at Clause 21.06, which seeks to reduce car dependence by '*promoting walking, cycling and public transport use as viable and preferable alternatives.'*

385. Furthermore, Council's Engineering Services Unit has reviewed the current proposal and is supportive of the reduced rate for the one bedroom dwellings.

386. On this basis, a reduced rate of 0.5 spaces for the one bedroom dwellings is considered acceptable for the subject site.

Residential visitors

387. The Traffic Impact Assessment (TIA) submitted with the current application adopts a car parking rate for visitors of 0.1 spaces per dwelling, equating to a maximum demand of 43 car spaces. In the original assessment and based on advice from Council's external traffic engineers, it was recommended that a rate of 0.12 spaces per dwelling should be adopted as per the DP table. As there has been no change in circumstances, this position is maintained. Based upon a rate of 0.12 spaces per dwelling, the residential visitor car parking demand equates to a maximum of 52 spaces, an addition 9 visitor spaces than anticipated in the TIA. This shortfall is discussed further within the allocation of spaces assessment below.

Office

388. Office land use within the DP has a reduced rate of 3.5 spaces (3.15 for staff and 0.35 for visitors). Notwithstanding this, a reduced rate of 2.5 spaces per 100sqm has been previously approved for the proposed development.

389. The office floor area is to be decreased as part of the current amendment by 2,400sqm, based upon the approved car parking rate of 2.5 spaces per 100sqm, this would be expected to reduce the parking demand by 60 spaces. However, the rate at which car parking is proposed to be allocated for the office component is sought to be reduced from 2.5 spaces per 100sqm to 1.5 spaces per 100sqm. To justify this reduction, the Traffic Impact Assessment has used case studies from Macquarie Park in NSW, Forrest Hill in South Yarra, Bridge Road in Richmond and Box Hill. Macquarie Park, being a NSW example is not considered of particular relevance. The remaining examples, excluding Box Hill, are immediately outside the CBD and are not considered comparable examples to Alphington. Whilst Box Hill is located further from the CBD, it has a transit score of 79%. This is noticeably better than the 51% score achieved at the subject site. Given that a car parking rate of 2 spaces per 100sqm has been adopted for Box Hill, the 2.5 spaces per 100sqm previously adopted for the subject site is considered to remain appropriate. Therefore, it is considered that an allocation of 170 spaces should be maintained for the office. The current amendment has allocated 105 spaces for the office component; therefore an additional 65 staff spaces are required. The shortfall is discussed further within the allocation of spaces assessment below.

Medical Centre

390. The medical centre has been introduced as part of the current amendment. The TIA adopts the statutory rates as per clause 52.06 of the Scheme, allocating 3 staff spaces and 8 visitor spaces. Compliance with the statutory car parking rates is supported for this use.

Childcare

391. The TIA maintains the previously recommended rate of 0.04 employee spaces per child, generating a requirement for 4 staff spaces. However, in line with the previous car parking management plan, a minimum of 10 spaces will be allocated for staff.

Supermarket

392. The floor areas of the supermarkets are unchanged, as is the expected parking demand, with 261 spaces anticipated, of which 14 spaces are to be allocated to staff. A reduced staff parking rate of 0.25 spaces per 100sqm was applied to both supermarkets as part of the previous amendment. This was considered acceptable given that a proportion of supermarket staff are often below driving age and typically live locally to the area.

Food and drink premises

393. The floor area for the food and drink premises is to be slightly increased by 46sqm. In the previous amendment, the statutory car parking rate of 4 spaces per 100sqm was proposed to be met, with 20-25% allocated to staff parking. The proposed amendment now seeks to adopt a rate of 2.3 spaces per 100sqm, with 20-25% of the reduced rate allocated to staff (i.e. 0.5 spaces per 100sqm), which aligns with the rate applied to the specialty shops. This equates to an allocation of 9 spaces for visitors and 2 spaces for staff, rather than the 10 spaces for visitors and 3 for staff spaces previously proposed. The further reduction of 1 space each for visitors and staff is considered to be acceptable, noting also that staff of the food and drink premises are likely to live locally to the area.

Shops (i.e. speciality retail)

394. The speciality retail floor area has been reduced by 302sqm. The car parking rate of 2.3 spaces per 100sqm is not sought to be changed, with visitor parking demand expected at 70 spaces, reducing from 73 spaces. Staff parking is also proposed to continue to be allocated at a rate of 0.5 spaces per 100sqm of the total demand, resulting in a slightly reduced demand from 20 spaces to 19 spaces in accordance with the reduction in floor area. The car parking allocation for the shops continues to be acceptable.

Gym

395. The floor area of the gym has increased substantially from 892sqm to 2,545sqm. The anticipated car parking demand of 3 spaces per 100 square metres is unchanged from the previous approval, however as a result of the increased floor area, the car parking demand has increased from 26 spaces to 76 spaces i.e. an increase of 50 spaces.

396. The staff car parking rate is not sought to be changed from the previous amendment, with staff parking maintained at a rate of 0.5 spaces per 100sqm. Due to the increase in floor area, the allocation of staff spaces is to increase from 4 to 13 spaces. This continues to be acceptable.

Community facilities (incl. sports court);

397. Previously, 90 car spaces were to be provided to the community facilities, with 9 of those spaces (10%) allocated to staff. This was based on an anticipated maximum capacity of 300 patrons i.e. 0.3 spaces per patron. The current amendment application has suggested that the capacity would be reduced from 300 to 200 patrons, thereby reducing the anticipated demand to 60 spaces with 6 spaces allocated to staff. The basis for this reduction is unclear given that the floor areas of the community facilities are unchanged. The reduction in the car parking provision is therefore not supported and is required to be maintained as 90 spaces, with 9 of those to be allocated to staff. This requires an additional 3 staff spaces and 27 visitor spaces. This shortfall is discussed further within the allocation of spaces assessment below.

Serviced apartments

398. The number of serviced apartments has reduced from 40 to 30 apartments. The previous amendment applied a rate of 0.58 spaces per apartment, which equated to 23 spaces, with 3 spaces to be allocated to visitors. While the number of serviced apartments has reduced, the amendment maintains the previous allocation of 23 resident spaces and 3 visitor spaces. This continues to be acceptable.

Allocation of spaces

399. The amended proposal provides 550 staff/resident spaces within the Basement Level, Level 1 and Level 2. Based upon the shortfall in staff parking in relation to the office and community facilities, an additional 68 staff spaces are required to be accommodated on site to meet the anticipated demand i.e. a total of 618 staff/resident spaces. This is to be included as a condition on the amended permit, should one issue.

400. The TIA calculation of the total visitor demand for all uses is 515 spaces, however accounting for the shortfall in visitor spaces associated with the residential uses and the community facilities outlined above, the total visitor demand is considered to be 551 spaces.

401. It is not anticipated that the maximum visitor demand for each use will occur at the same time. As the visitor spaces are to be shared across all uses, the total number of visitor spaces required at any one time is reduced.

402. The proposed development provides 471 visitor car parking spaces, which is 10% less the total visitor demand of each use calculated in the TIA (i.e. 515 spaces) and 15% less the total visitor demand of each use calculated by Council officers (i.e. 551 spaces). In the previous amendment, the visitor carparking provision was supported at 16% less the maximum visitor demand of each use. On this basis, 471 visitor car spaces (15% less than the maximum of each use) is considered sufficient.

Car Parking Management Plan

403. Condition 64 of the existing permit required an updated Car Parking Management Plan (CPMP) to be provided to include a schedule of proposed signage within the car parking areas and revised car parking rates for the residential uses as previously discussed.

404. An amended CPMP has been submitted with the current application, updated to reflect the amended car parking provision within the TIA. As discussed above, the staff car parking provision for the office and community facilities is considered insufficient, with an additional 65 staff spaces for the office component (i.e. total of 170 spaces) and an addition 3 staff spaces for the community facility (i.e. 9 spaces). This will be required to be updated within the CPMP via condition on any permit that issues.

405. The CPMP has also not included a schedule of the proposed signage as required by Condition 64(b), as such, this condition will be retained on the permit.

<u>Car parking design and layout</u>

406. The car parking areas are within a similar location of the development, however the layout and design of the parking area has been amended. This has been reviewed by Council's internal Engineering Services Unit and no concerns have been raised.

407. Existing permit conditions required additional details to be shown on the plans, this included:

    (a) *Width of the vehicle entrances to Nelmoore Lane;*

    (b) *Dimensions of internal vehicle ramps;*

    (c) *Ramp grades for the first 5m from Heidelberg Road to be specified for the vehicle access ways from Heidelberg Road; and*

    (d) *Car space dimensions to comply with the design guidelines within clause 52.06-9 of the Yarra Planning Scheme.*

408. Items (a) to (c) have been shown on the plans and have been reviewed by Council's Engineering Services Unit and deemed to be acceptable.

409. Item (d) however has not been satisfactorily met. In the previous amendment, the width of several employee and resident spaces had been reduced from 2.6m to 2.4m, bringing them into non-compliance with clause 52.06-9. This was raised as a concern by Council's external traffic consultants in their review of the previous application. The lesser dimension, while compliant with the minimum Australian Standard AS2890.6-2009, results in car spaces that would be inconvenient for staff and residents and would only be acceptable for a small number of spaces in exceptional circumstances.

410. The amended plans reduce the number of non-compliant spaces on Levels 1 and 2 to 35 and have also further reduced the width of these spaces to 2.3m, labelling them as 'small spaces'. This does not satisfactorily meet the condition and continues to provide a significant proportion of inconvenient spaces. As noted in the VCAT decision Wyndham Ace Pty Ltd v Glen Eira CC [2015] VCAT 1788 at paragraph 33:

    (a) *The planning scheme is clear in its direction that the planning scheme dimensions are to be used in preference to the Australian Standard. Mr Ptok made a submission that in an area where apartments are being used by families, the extra 0.2 metre is important to the useability of the car space. I am not persuaded that the Australian Standard should be permitted in the case to replace the requirements of clause 52.06. Conditions 1(l) and 1(o) are to be retained.*

411. On this basis, it is recommended that this condition is retained on the amended permit, if one is to issue.

412. It is noted that there are 13 small spaces within the visitor parking area located on the Lower Ground Level. These small spaces were also included in the previous amendment. They are considered to be acceptable given the small portion of small car spaces and also, as these spaces would not be allocated, visitors could choose to use these spaces depending upon the size of their car. To avoid confusion, the aforementioned condition will be amended to refer specifically to the resident/staff parking spaces.

413. It is acknowledged that this condition is likely to result in a reduced provision of car spaces on these levels. However, the resultant loss of car parking on these levels could be accommodated by increasing the size of the lower basement level. This has already been contemplated as part of the previous amendment and reflected in Condition 1(r) as follows:

    (a) *Lower ground basement to be extended to accommodate any additional car parking as a result of a loss of car parking elsewhere.*

414. It appears a drafting error may have occurred on the Lower Ground plan with a set of 3 spaces now shown on an angle, with the westernmost space shown cutting into the wall (see Figure below). A condition will be added to address this anomaly if an amended permit is to issue.

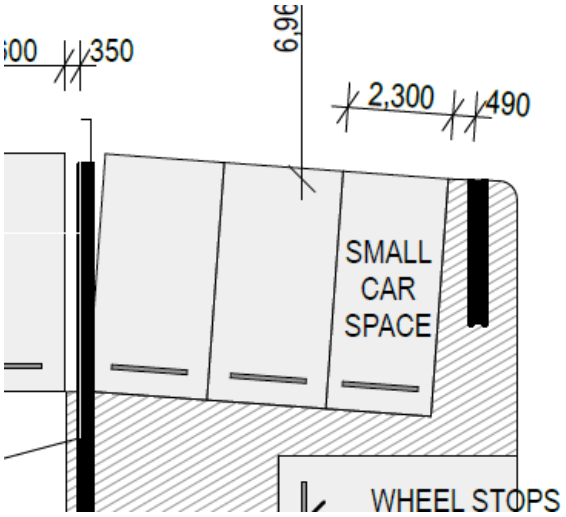


Figure 51 – anomaly carparking spaces on Lower ground floor plan

Traffic Generation

415. Traffic generation as part of the current amendment is expected to be comparable to the approved development. A traffic generation analysis was carried out as part of the original application confirming that the traffic generation would be expected to be either similar or slightly less than anticipated in the DP. A similar exercise was undertaken as part of the previous amendment. In both cases, Council's external traffic consultant confirmed that the traffic generation was satisfactory noting *'the differences are not substantial and the traffic impacts of the changes are acceptable'.*

Bicycle Facilities

416. The current amendment seeks to increase the number of bicycle spaces provided on site to 751 (from 627 spaces), with 431 resident spaces (increased from 313 spaces), 101 employee spaces (increased from 56 spaces), 3 spaces for the services apartments (previously 4 spaces) and 216 visitor spaces (no change). The bicycle provision substantially exceeds the statutory requirement of 136 resident/staff spaces and 89 visitor spaces and also meets 'best practice', with a minimum 1 space per dwelling and exceeds 1 space per 100sqm of office floor area. Council's Strategic Transport Officer has also advised that visitor spaces also far exceeds the best practice total of 165 spaces.

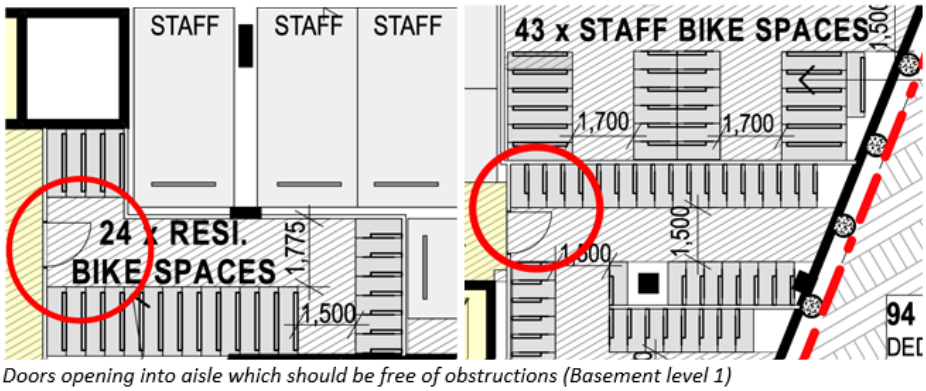
417. Existing Condition 1(j) of the planning permit required the provision for staff bicycle parking to be increased to 115 spaces. This was based upon the 'best practice' rate of 1 space per 100sqm of office floor area, however as the office floor area has been reduced from 9,196sqm to 6,796sqm, the 'best practice' requirement is reduced to 97 spaces. At 101 spaces, the best practice requirement is exceeded by 4 spaces.

418. Condition 1(k) of the permit required the bicycle spaces allocated to the school building to be increased to 50 spaces. As the school is no longer proposed, this condition is no longer applicable.

419. Council's Strategic Transport Officer has reviewed the bicycle provision based upon the amended proposal and has confirmed that the number of bicycle spaces provided on site are now sufficient.

420. In regard to the design of spaces, condition 1(i) required a minimum of 20% horizontal spaces to be provided within the secure bicycle facilities in accordance with AS2890.3. This has been met in the current amendment.

421. The layout and design has also been reviewed by Council's Strategic Transport Officer, who is satisfied that AS2890.3 has been met, however has identified that the doors to the secure bicycle storage areas on Basement 1 has a door opening into the bicycle area, resulting in an obstruction with the aisle (as illustrated in the image below. It is requested that the doors be amended accordingly. This will be addressed by condition the amended permit, if one is to issue.



Doors opening into aisle which should be free of obstructions (Basement level 1)

Figure 52 – excerpt from Strategic Transport referral advice depicting door obstruction

422. Condition 1(l) of the existing permit also required end of trip facilities to be increased to 12 showers. This was to reflect the increase in bicycle spaces for staff as required by Condition 1(j) and the following rate pursuant to Clause 52.34-5:

(a) 1 shower to the first 5 employee bicycles and 1 to each ten after that; and

(b) 1 change room (or direct access to a communal change room) to each shower.

423. However, based upon the reduced requirement for staff bicycle spaces discussed above, the required number of showers is also reduced from 12 to 10 showers. This has been met with the amended proposal now providing 11 showers.

Community Facilities

424. In the Council Resolution of December 2015, it was resolved that the applicant would provide (to be vested with Council) a community space (not less than 300sqm "fitted out") and a floor area of not less than 1,400sqm "warm shell" in the activity centre with a single roof top, multi-purpose court (netball standard) with associated sports pavilion and store (approx. 300sqm) to the satisfaction of the Responsible Authority.

425. These requirements were met in the original permit issued 5 June 2018; however they were not met in the previous amendment issued on 6 May 2019. Prior to determining the previous amendment application, the variation to the community facilities was contemplated at a Council meeting on 2 October 2018. Council advised that it broadly supported the reconfiguration of the community facilities subject to some further modifications. These additional modifications will be discussed later in relation to the current proposal.

426. In the previous amendment, it was proposed to provide two community spaces, of 938sqm and 432sqm respectively and an indoor multi-purpose court of 820sqm. While these plans did not meet the Council resolution of December 2015, it did result in various improvements to the original design as discussed below.

427. Replacing the rooftop sports court with an indoor multipurpose court, specifically, would deliver the following benefits:

(a) An indoor facility would allow for all-weather activity;

(b) Noise and light spill amenity impact on the adjacent apartments are significantly reduced by enclosing the court; and

(c) The indoor multipurpose court could also be used for a variety of other uses, including school concerts and presentation nights.

428. The larger of the community spaces (i.e. the "warm shell") was reduced in area, falling short of the December 2015 resolution by 462sqm. However, the increased functionality of the indoor multipurpose court was considered to offset the loss in area from the community space. Additionally, the smaller community space area was proposed to be increased from the Council resolution from 300sqm to 432sqm, thereby increasing the potential capacity of this area.

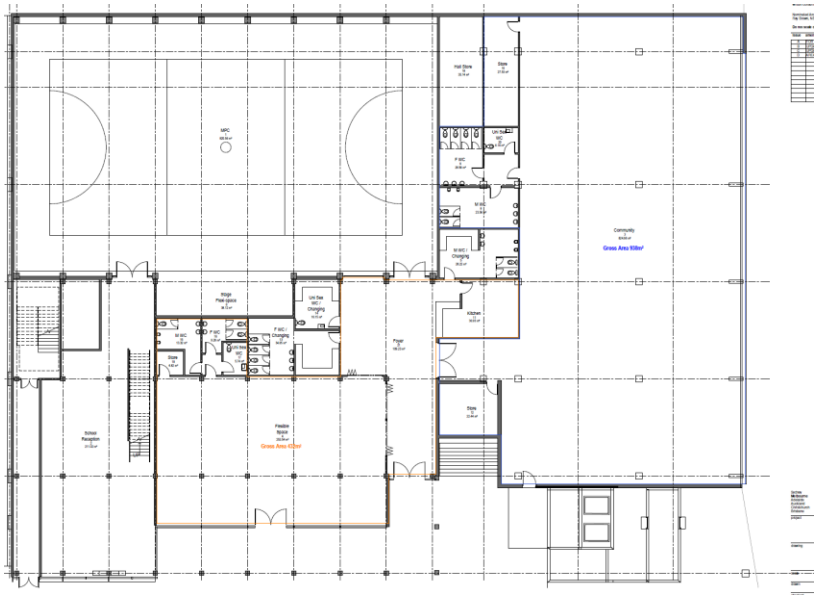


Figure 53 – Community Facilities layout in previous amendment

429. The amended layout of the community activities also resulted in other improvements to the original design. In particular, the larger community space was relocated from centrally within the site, with limited access to windows for daylight and outlook, to instead face Heidelberg Road. This provided substantially improved access to daylight and outlook to this space. Furthermore, the smaller community space was reorientated to extend lengthways adjacent to the Level 1 podium landscape area, also enhancing the outlook and daylight opportunities to this space.

430. As a result of the current amendment, the layout and design of the community facilities has been further modified and is now proposed to extend across two levels as shown on the images below.

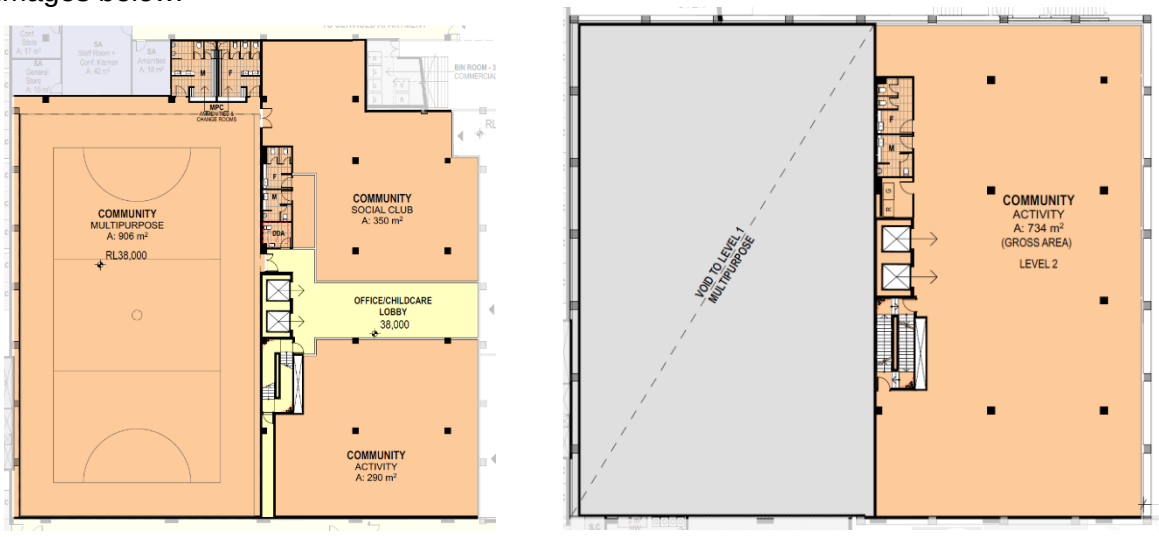


Figure 54 – Community Facilities layout in current amendment

431. The differences between the previous amendment and the current design are summarised in the table below.

Previous design	Current design
820sqm indoor multi-purpose court plus: • 38sqm stage/flexible space, • 35sqm hall storage area, • Male/female/unisex toilets and change facilities equating to 78sqm i.e. gross floor area of 971sqm	865sqm indoor multi-purpose court <u>including</u> change room/amenities equating to approx. 37sqm (as measured)
253sqm community space plus: • 30sqm kitchen • 109sqm foyer • 4.82sqm store • Male/female/unisex toilets equating to 28.34sqm i.e. gross floor area of 432sqm	378sqm community space (labelled as 'community social club') <u>including</u> amenities equating to approx. 18sqm (as measured)
824.68sqm "warm shell" plus: • 49sqm total storage • Male/female/unisex toilets equating to 56sqm i.e. gross 938sqm "warm shell"	267sqm "warm shell" on Level 1 (labelled as 'community activity') and further 734sqm "warm shell" on Level 2 i.e. total of 1001sqm

432. As illustrated in the table above, the current design maintains the indoor multi-purpose court of the previous amendment, however it falls short in several other areas, including:

(a) Omission of storage for all spaces;

(b) Significant reduction in areas set aside for amenities; and

(c) Reduction in the community space and omission of a kitchen.

433. These variations to the previous layout are not supported and will be reinstated via condition, to be discussed in more detail below.

434. The "warm shell" no longer faces Heidelberg Road, nevertheless, the spaces would still achieve good access to daylight and outlook, facing onto the first floor terrace and the Village Square to the east. Whilst it provides flexibility for the space to be used by a single tenant or by two different tenants, amenities are only provided for the upper level. To ensure that the spaces can still be functional if used by two independent uses, a condition is required for bathroom amenities to be provided on both levels.

435. Turning now to the Council resolution at its meeting on 2 October 2018, a response to each of the modifications as they relate to the current amendment is provided below:

(a) *the community space would need to be a minimum of 300 m2 gross floor area (fitted out) with associated facilities including accessible storage distinct from the court storage to enable a nett space of appropriate dimensions of not less than 230 m2;*

(i) The gross floor area of the community space is 378sqm, which is consistent with the above resolution, however as previously mentioned, it fails to provide any storage facilities. An area for amenities is shown, however the area is approximately 10sqm less than the previous proposal, reducing the number of basins and urinals (in the male toilets). It is therefore recommended that amenities and storage as per the previous scheme are reinstated on the plans. This will be facilitated via condition;

(b) *users of the community space to have access to gender neutral toilets/changerooms (not the toilets for the courts) without having to enter the 'warm shell' floor space;*

(i) No details of the amenities are shown on the latest plans, other than a narrow allocation of area. This is separate of the “warm shell” area. However, to ensure that this resolution is achieved, a condition of permit will require separate toilet facilities to be detailed on the plans, including a unisex toilet, as per the previous design;

(c) *the multi-purpose court needs to have a separate public entrance from the entrance to the community space, so that both could be operated independent of each other;*

(i) A separate access is provided to the multi-purpose court from the lobby space as shown in the image below, however it is narrow and likely to ‘bottleneck’. A condition of the amended permit will therefore be needed to relocate the entrance to the multipurpose court so that it is directly from the central lobby and widened to enable double door access;

(d) *the areas abutting the multi-purpose court (community space, amenities and school entry) be provided with suitably acoustic treatment as part of the build to ensure they can operate without disturbance and be protected from noise from the court area;*

(i) This is to be addressed via a revised acoustic report;

(e) *the community space and the proposed school entry be separated with an acoustically treated operable wall so that a larger space could be created and used via an agreed joint use agreement with the abutting occupier;*

(i) The school has been deleted from the current application. This requirement is no longer applicable to the current scheme;

(f) *the wall between the community space and the multi-purpose court be designed with an acoustically treated operable wall to enable viewing of the court when required and screened when not required or desired by users of the space;*

(i) The previous layout made achieving this modification unfeasible as the areas were separated by amenities and storage facilities. As an alternative, a spectator stage was provided internally to the court. This is considered a more appropriate means of accommodating viewers. As it would still be difficult in the current layout to accommodate an open plan layout between the multi-purpose court and the community facilities, it is recommended that instead this be achieved by reinstating the stage provided in the previous scheme.

(g) *that the orientation of the kitchen/kiosk serve the intended purpose of supporting the community space and the multipurpose court and be able to be used without disruption to the warm shell floor space;*

(i) The kitchen/kiosk has been deleted from the current application. A condition will be included to reinstate the kitchen on the plans. This will be required to be located between the community space and the multipurpose court so that it can support both spaces. To ensure that access is still available from the community space, it will likely require the bathroom facilities to be relocated further to the north;

(h) *that the proposed play area of the school (at level 2) above the multi-purpose court, be designed to be able to contain sufficient depth of soil for some treed landscaping to enable a pleasant area;*

(i) The current application no longer provides a school above the multi-purpose court. However, it has been replaced by the proposed childcare centre, which is also intended to have an outdoor play area above the multi-purpose court. Section E on TP-2E-602 depicts a thicker slab level between the multipurpose court and the school outdoor play. It is expected that this will be sufficient to support any future planter beds within the school playground, however limited detail of the landscape treatment is current provided and will be conditioned accordingly;

(i) *that the area allocated for the school to have necessary provision for toilets as required by the Victoria School Building Authority and that these toilets are not allocated in the areas allocated to be vested in Council:*

(i) The school has been deleted from the current application. This requirement is no longer applicable to the current scheme;

(j) *that the multi-purpose court allocation have sufficient area for the inclusion of gender neutral toilets/change rooms (including showers) and sufficient storage to accommodate the increased range of uses that this facility will now experience, including chairs, high ball game associated equipment and related materials. This storage should be distinct from the storage for the community space;*

(i) As previously highlighted, the current plans have removed the storage and amenities as shown on the previous scheme. Conditions will be included on the amended permit for storage and toilets/change facilities (including unisex toilets) as previously shown to be reinstated on the plans;

(k) *that the other floorspace allocated for future community space (or as determined by the Council in the future), be provided:*

(i) *as a warm shell of either not less than 1,000 m2 gross, but including sufficient area, dimensions and logistics so that it could be fitted out with a kitchenette, separate male and female toilet and facilities appropriate for future community facility spaces;*

- As identified in the table, the "warm shell" has been divided into two spaces across two levels. In total, the spaces would be 1001sqm in area consistent with the recommendation. As discussed above, a condition is recommended requiring bathroom facilities to be provided at each level.

(ii) *with a separate entrance from a public place and not relying on access through the 300 m2 community space.*

- The 'warm shell' spaces are provided with separate access from the Level 1 terrace (and via the lift core);

(iii) *that the forecourt terrace area have no skylights or café area to maintain full flexibility, functionality and public amenity; and*

- the Level 1 terrace/forecourt area adjacent to the community spaces is sufficient in area and unobstructed by café seating. While a food and drink premise is included on this level, it is to be located further to the south of Level 1 Terrace, with outdoor seating shown further to the east, away from the entrance to the community facilities. Therefore, it is not anticipated that the café would obstruct patrons entering or exiting the community facilities; and

(iv) *that the school play area be to the satisfaction of the Victorian School Building Authority;*

- The school has been deleted from the current application. This requirement is no longer applicable to the current scheme.

436. In addition to the above recommendations from the Council resolution, additional permit conditions were added to the previous amendment requiring further modifications to the layout and design. These were in response to comments received from various Departments within Council. The relevance of these conditions to the current proposal are discussed in the table below.

Existing Permit condition	Response to condition
(a) Gross Floor Area of the 'Community 3' space ("warm shell") increased to a minimum of 1,000sqm;	This condition has been met, with a total floor area of 1000sqm across both levels.
(b) Roller door provided from 'Hall Store 18' to the stadium ('MPC 1);	This condition was specific to the previous design, which included a storage access but no clear access. This condition will be replaced with a condition requiring storage to be provided.
(c) Rename the 'Community 3' space as 'Warm Shell' and 'Flexible Space 4' as 'Community space';	This condition will be modified to require to remove reference to 'social club' from the community space and the 'community activity spaces' will be renamed as 'warm shell'
(d) Extend the northern wall of 'Store 12' to the column to the north (i.e. to align with Kitchen 11);	This condition sought to increase the storage area, however primarily so that it could also be available for the community facilities space as outlined in the condition below. Further discussion below
(e) 'Store 12' divided to serve both the 'Community 3', and the 'Flexible Space 4', including provision for a door to the foyer and a dividing wall;	As the community facilities space and the "warm shell" are no longer connected, this condition is no longer applicable. However, as the intent of the condition was to facilitate the increase in storage for the community facilities, this condition will be replaced with a condition requiring additional storage to be provided to the community facilities equivalent to 'Store 12' i.e. 22sqm
(f) Delete the first door from the 'flexible space' into the restrooms;	This condition was specific to the previous design and no longer relevant. This condition can be deleted
(g) A minimum of 1 shower to each WC/changing room 5, 13 and 14;	This condition related to the multi-purpose court. A modified condition will require a minimum of 1 shower provided to each of the changing facilities, which will also be required via condition.
(h) Swap the location of the 'Kitchen 11' with the 'F WC Changing 13' and provide serving counters to the kitchen to face both the foyer area and the 'Flexible space 4';	This condition related specific to the layout of the previous design and is no longer applicable. However, the intent of the condition was to ensure that the kitchen was able to serve both the community space and the multi-purpose court. The intent of this condition will be retained, with a new condition requiring the provision for a kitchen to be provided between the community facility and the multi-purpose court so that it could service both uses.
(i) Provision for a partition to the 'Flexible Space 4' along Section Line S7;	This condition related specifically to the layout of the previous design. The intent was to provide greater flexibility to the users of these spaces i.e. to enable the foyer area to be expanded to concurrently hold meetings/activities which the community space

	(i.e. Flexible Space 4) was in use.
(j) Photovoltaic array associated with the community facilities within the unused roof area of the school building;	The roof plan of the civic centre indicates provision for a 24kWp solar array on the roof of the Civic Building. However, reference to 'provision of' in the annotation will be required to be deleted to ensure that the solar panels are delivered.

437. The amended layout of the community spaces has been reviewed internally by Council's City Works and Assets with input from Leisure and Recreation and Family, Youth and Children's Services. The key issues raised by Leisure and Recreation relate to the lack of storage for equipment and cleaning, insufficient area for spectators and inadequate change/bathroom facilities. Concern is also raised in relation to the potential bottleneck created by the narrow entrance into the multipurpose court from the lobby. These matters will be addressed via condition as previously discussed.

438. Council's Family, Youth and Children's Services Unit also made several requests to enable the community space to be used as a Maternal Child Heath Centre. This included provision for a minimum 130sqm area space accommodating:

(a) Two Consultation rooms/office (22sqm);

(b) Activity space (40sqm);

(c) Waiting area (25sqm);

(d) Play area (adjacent waiting area) (8sqm);

(e) Storage (12sqm);

(f) Toy/play space (8sqm);

(g) Doorways designed to accommodate double prams;

(h) Sink and bench space;

(i) Kitchenette;

(j) Furniture such as seating, tables and examination bench;

(k) Hard surface to lay scales (i.e. not carpet); and

(l) Toilets and parents' room.

439. Conditions will be added to accommodate the above requests as applicable.

440. Also as has been mentioned, the current amendment seeks to reduce the capacity of the community facilities from 300 patrons to 200 patrons. The reduced capacity of the future Council facilities is not supported. Condition 43, which specifies the maximum capacity of the community facilities will remain unchanged at 300 patrons.

Permit Conditions

441. The existing permit conditions have been discussed throughout the report where relevant. The following is a list of the changes proposed to the current permit subsequent of the amended plans:

442. The following preamble replaced to reflect the deletion of the education facility (primary school) and the addition of a medical centre and sale of packaged liquor:

Use and development of the land for a mixed use development containing dwellings, supermarkets, shops, food and drink premises, office, restricted recreation facility (gym), childcare centre, education centre (primary school), serviced apartments and place of assembly and a reduction in the car parking requirements and creating access to a Road Zone Category 1 Road generally in accordance with the Development Plan, generally in accordance with the plans and reports noted previously as the "decision plans.

443. The following Condition 1 replaced as outlined in the recommendation:

Before the development commences, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of this permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be generally in accordance with the decision plans prepared by NH Architects and Bird de la Coeur dated 30 January 2019 (Received 1 February 2019) but modified to show:

<u>Design</u>

(a) *At least three of the display cabinets replaced with clear glazed windows along the Heidelberg Road frontage to the supermarket;*

(b) *Level 1 of the podium car park be sleeved with apartments for the full length of the Outer Circle Mews, apart from the area accommodating the stairwell, with the option to relocate apartments from Level 2;*

(c) *Extend the northern wall of the shop of the Mill Building to the building line (Heidelberg Road) above, subsequently removing the terrace area setback;*

<u>ESD</u>

(d) *Additional external shading systems applied on all east, west and north facing facades of the Urban Anchor and Living Matrix as required by the additional heat load testing pursuant to Condition 10(a);*

(e) *location and size of the water tank;*

(f) *roof plan showing location of all solar panels;*

(g) *provision and location of a minimum of 40 electric vehicle charging points;*

<u>Materials</u>

(h) *an updated schedule of external colours and materials, including samples (where appropriate). The schedule must show:*

  (i) thumb nail sketches of key elements of the façade for all buildings;

  (ii) coloured elevations of all buildings including coloured perspectives for all key interfaces reflective of the proposed colours and materials;

  (iii) Colour schedule on TP-2E-803 updated to reference the colour of FM-51 as bronze;

  (iv) Podium to the western end of Nelmoore Lane to be composed of brick snap (PR-51) rather than concrete formliner (PR-56);

  (v) Bicycle storage area on the lower ground level to provide clear glazing to Mills Boulevard;

  (vi) Graffiti proof materials to all ground floor publically accessible areas;

<u>Bike and Car Parking</u>

(i) *A minimum of 20% of spaces within any secure bicycle facility provided as horizontal rails in accordance with AS2890.3;*

(j) *Staff bicycle parking increased to 115 spaces;*

(k) *School bicycle storage to facilitate a minimum of 50 bicycle spaces*

(l) *End of trip facilities to provide a minimum of 12 showers;*

(m) *School bicycle storage area increased*

(n) *Width of the vehicle entrances to Nelmoore Lane;*

(o) *Dimensions of internal vehicle ramps;*

(p) *Ramp grades for the first 5m from Heidelberg Road to be specified for the vehicle access ways from Heidelberg Road;*

(q) *Car space dimensions to comply with the design guidelines within clause 52.06-9 of the Yarra Planning Scheme;*

(r) *Lower ground basement to be extended to accommodate any additional car parking as a result of a loss of car parking elsewhere;*

General

(s) *Location of mail collection areas to be clearly shown;*

(t) *Provision of a commercial lobby area with clear glazing and entry from Mills Boulevard at the Lower Ground level toward the southern end, north of the shop tenancy;*

(u) *Sections of the mesh fence to the school playground within 9m of the balconies associated with the Urban Anchor building to provide a maximum transparency of 25% to a height of 1.7m above the finished floor level of the school playground;*

(v) *Full extent of the site to be shown i.e. south-east corner of Nelmoore Lane, including the 16 bicycle spaces;*

(w) *Notation confirming all habitable rooms are fitted with an operable window (in addition to sliding doors);*

(x) *Balconies to the north-facing apartments within the Urban Anchor building to achieve an average width of 1.8m for single bedroom dwellings and 2m for any two bedroom dwellings; without reducing the northern setback;*

(y) *Minimum widths of living areas to be shown in accordance with Standard D24 of Clause 58 of the Yarra Planning Scheme;*

(z) *Standard D20 (storage) of Clause 58 of the Yarra Planning Scheme to be met for all dwellings;*

(aa) *Remove reference to the landscaping along the building line fronting Heidelberg Road;*

Community Facilities

(bb) *Community Facilities on Level 1 to be shown in accordance with the Architectus Plan Drawing DA1010 dated 18 October 2018 but further modified to show/include:*

(i) Gross Floor Area of the 'Community 3' space ("warm shell") increased to a minimum of 1,000sqm;

(ii) Roller door provided from 'Hall Store 18' to the stadium ('MPC 1);

(iii) Rename the 'Community 3' space as 'Warm Shell' and 'Flexible Space 4' as 'Community space';

(iv) Extend the northern wall of 'Store 12' to the column to the north (i.e. to align with Kitchen 11);

(v) 'Store 12' divided to serve both the 'Community 3', and the 'Flexible Space 4', including provision for a door to the foyer and a dividing wall;

(vi) Delete the first door from the 'flexible space' into the restrooms;

(vii) A minimum of 1 shower to each WC/changing room 5, 13 and 14;

(viii) Swap the location of the 'Kitchen 11' with the 'F WC Changing 13' and provide serving counters to the kitchen to face both the foyer area and the 'Flexible space 4';

(ix) Provision for a partition to the 'Flexible Space 4' along Section Line S7;

(x) Photovoltaic array associated with the community facilities within the unused roof area of the school building;

Reports

(cc) *any amendments as require by the endorsed landscape plan pursuant to condition 17 to be shown on plans;*

(dd) *any requirements as a result of the endorsed Sustainable Management Plan report pursuant to condition 10 to be shown on plans;*

(ee) *any requirements as a result of the endorsed acoustic report pursuant to condition 12 to be shown on plans;*

(ff) *any requirements as a result of the endorsed wind assessment report pursuant to condition 15 to be shown on plans;*

(gg) *Any amendments as required by the Road Safety Audit pursuant to Condition 70; and*

(hh) *Any requirements as a result of the endorsed Car Parking Management Plan pursuant to condition 64 to be shown on plans.*

444. New conditions 3 and 4 as outlined in the recommendation.

445. The following Condition 10 replaced (and renumbered as Condition 12) as outlined in the recommendation:

Before the development commences, an amended Sustainable Management Plan (SMP) to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Sustainable Management Plan will be endorsed and will form part of this permit. The amended SMP must be generally in accordance with the Sustainable Management Plan prepared by Norman Disney Young and dated 21 November 2018, but modified to include or show:

(a) Heat load testing to demonstrate the effectiveness of shading at the summer solstice for north-facing glazing at noon, east-facing glazing at 10am and west-facing glazing at 2pm to affected habitable rooms;

(b) The following improvements in relation to the community facilities:

(i) Thermal envelope with a minimum 20% improvement on NCC insulation requirements and double-glazing to windows;

(ii) Provision for effective external shading to sun-exposed glazing;

(iii) Operable windows to all areas, including remote window operation for highlight windows (e.g. to the multi-purpose court);

(iv) Provision for ceiling fans including high-volume, low-speed fans (HVLS) within the multi-purpose court;

(v) Confirmation that captured rainwater will be utilised for toilet flushing in the community facilities;

(vi) Hot water to be solar-boosted gas, with minimum 60% boost; and

(vii) Photovoltaic array associated with the community facilities within the unused roof area of the school building;

(c) Bicycle numbers updated to reflect Condition 1 endorsed plans;

(d) Evidence to demonstrate that SPEL proprietary products are effective in local Victorian conditions or provide a different approach for managing stormwater;

(e) Use of recycled materials e.g. insulation;

(f) Recycled content of concrete and steel;

(g) Greater details of stormwater retention systems within open space areas, including cross sections (as relevant);

(h) FSC certified sustainable or recycled timber for all timber uses where ever possible on site;

(i) BESS Report as 'Published' i.e. not draft;

(j) All 'items to be marked on floor plans' within the BESS report to be clearly shown;

(k) Preliminary Section J/NABERS energy modelling as referenced in the BESS report Lighting power density provided to minimum 2019 NCC standards; and

(l) Testing of the heat loads to a sample of affected habitable rooms to demonstrate the effectiveness of shading devices at the summer solstice to for north-facing glazing at noon, east-facing glazing at 10am and west-facing glazing at 2pm.

446. The following Condition 12 replaced (and renumbered as Condition 14) as outlined in the recommendation:

Before the development commences, an amended Acoustic Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Acoustic Report will be endorsed and will form part of this permit. The amended Acoustic Report must be generally in accordance with the Acoustic Report prepared by Norman Disney Young Pty Ltd and dated 21 November 2018, but modified to include (or show, or address):

(a) Acoustic specifications of the external walls to the multi-purpose court to achieve reasonable external noise levels on adjacent apartment balconies;

(b) Structure borne noise from ball bouncing within the multipurpose court and measure to address potential impacts on commercial uses below, offices on Level 2 and the school building;

(c) Consider structure borne sound from the indoor recreational facility on surrounding commercial premises;

(d) Lmax assessments of truck noise of delivery vehicles proposed to utilise the loading bay entrances; and

(e) Provide adequate acoustic treatment to the community spaces and multipurpose court to enable live music/performance to protect the adjacent residential uses and the school building.

447. The following Condition 15 replaced (and renumbered as Condition 17) as outlined in the recommendation:

Before the development commences, an amended Wind Tunnel Test to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Wind Tunnel Test will be endorsed and will form part of this permit. The amended Wind Tunnel Test must be generally in accordance with the Wind Tunnel Test prepared by Vipac Engineers and Scientists and dated 25 October 2018, but modified to include (or show):

(a) Assessment of the amended plans pursuant to Condition 1 of this permit;

(b) 'Walking' rather than 'fast walking' used as the minimum acceptable criterion;

(c) Level 1 terrace to achieve sitting criterion where outdoor dining is proposed;

(d) Level 4 childcare terrace to achieve areas of standing and siting criteria;

(e) Clarification of the sensor location for Location 3 i.e. whether it was shifted into the recessed entrance; and

(f) Minimum acceptable criterion achieved for both Configurations 1 and 2 at all locations excluding vegetation.

448. The following Condition 17 replaced (and renumbered as Condition 19) as outlined in the recommendation:

Before the development commences, an amended Landscape Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Landscape Plan will be endorsed and will form part of this permit. The amended Landscape Plan must be generally in accordance with the Landscape Plan prepared by Aspect Studios and dated 3 December 2018, but modified to include (or show):

(a) Consistency with the architectural drawings pursuant to Condition 1;

(b) Landscaping details of the Level 8 communal terrace;

(c) Landscaping details of the school playground;

(d) Remove landscape details for the Village Square;

(e) Greater detail of the vertical planting proposed to the Living Edge and the podium along the Outer Circle Mews regarding plant species type, irrigation and maintenance details;

(f) Greater detail of the steel inserts, including cross sections, demonstrating that they will not be a tripping or slipping hazard, or alternatively removal of this feature;

(g) To Heidelberg Road:

(i) Retaining wall relocated at the kerb side edge;

(ii) Remove planter box adjacent to the Outer Circle Mews, maintaining a consistent avenue of trees;

(iii) Tree species to consider impact from future location of power lines and infrastructure; and

(iv) Details of any landscaping proposed along the building line, including details to confirm durability and maintenance;

(h) To the Outer Circle Mews:

(i) The cluster of four trees at each end of the Mews replaced with a single tree or alternatively greater detail regarding the capability of the planter supporting the density of planting;

(ii) Avoid small 'left over' spaces between street furniture and garden beds;

(iii) Greater detail of the Water Sensitive Urban Design beds including type of system and their broader connection;

(iv) Greater detail of the windscreens e.g. materials, porosity;

(v) Provision of BMX coping/deterrents to street furniture; and

(vi) Colour variation applied to the brick plinths and pavements;

(i) To Nelmoore Lane:

(i) Comprehensive levels and grading details;

(ii) Pinch point along the footpath to achieve a minimum width of 2.5m between the building and the kerb;

(iii) Improved landscape treatment within the triangular space to the south-east of the Machinery Hall created by the current amendment, including:

a. Provision of furniture to include seating with backs and armrests that can cater for grouping of people;

b. Introduce low planting and garden beds;

c. bicycle hoops set back minimum of 900mm from the kerb line;

(j) To the Level 1 terrace:

(i) Seating to be provided in clusters including details of seating capacity;

(ii) Architectural canopies to be shown in plan and section;

(iii) comprehensive levels and grading information;

(iv) Clear drainage strategy (including raised planter);

(v) Slope of the synthetic grass mount to be correctly referenced as1:3 (rather than 1:20) on section drawing TP-LAN-L1-703 (Rev 3);

(vi) Tree species and available soil volumes nominated; and

(vii) Ensure trees are suitably offset from the edges of planters.

449. New conditions 20 and 21 as outlined in the recommendation.

450. New condition 33 and replacement of the following condition 29 (renumbered 34) as contained in the recommendation:

The provisions, recommendations and requirements of the endorsed Waste Management Plan generally in accordance with the Waste Management Plan prepared by SALT and dated 20 November 2018 must be implemented and complied with to the satisfaction of the Responsible Authority.

451. The following Condition 30(a) and (b) replaced (and renumbered) as outlined in the recommendation:

Before the development starts, the owner (or other person in anticipation of becoming the owner) must enter into an agreement with the Responsible Authority under section 173 of the Planning and Environment Act 1987 (Act). The agreement must provide the following:

(a) the minimum, located on Level 1:

(i) 432sqm community space inclusive of foyer;

(ii) 1000sqm community centre activity space ("warm shell");

(iii) 820sqm multi-purpose court,

All shown on the endorsed plans must be subdivided and gifted to the Responsible Authority at no cost to the Responsible Authority before the development authorised by this permit is occupied;

(b) the owner will undertake the:

(i) fit out of the internal 432sqm community space including kitchen, toilets and storage (to include floor covering, ceiling, wall partitioning, lighting and air conditioning);

(ii) Delivery of a "warm shell" of 1,000sqm gross floor area, toilet facilities and storage;

(iii) Delivery of the multi-purpose court to netball standard, including associated toilet/change room facilities and storage rooms; and

(iv) Delivery of ESD initiatives as detailed within condition 10(b) of this planning permit;

452. Deletion of the following Conditions 31, 32 and 33:

Except with the prior written consent of the Responsible Authority, no more than 300 children are permitted on the land at any one time.

Except with the prior written consent of the Responsible Authority, no more than 12 EFT teachers are permitted on the land at any one time.

Except with the prior written consent of the Responsible Authority, the use authorised by this permit may only operate between the following hours:

(a) Monday to Sunday 6.00am to 10.00pm.

453. Existing Condition 35 in the recommendation modified (and renumbered to 37) from:

Except with the prior written consent of the Responsible Authority, no more than 120 children are permitted on the land at any one time.

454. Conditions 41 to 43 added in relation to the new Medical centre use as outlined in the recommendation.

455. Existing Condition 39 modified (and renumbered to 44) from

Except with the prior written consent of the Responsible Authority, the use authorised by this permit may only operate between the following hours:

(a) Monday to Sunday 6.00am to 10.00pm.

456. Conditions 45 and 46 added as outlined in the recommendation associated with the packaged liquor

457. Existing Condition 41 modified (and renumbered to 48) from

Except with the prior written consent of the Responsible Authority, no more than 170 patrons (distributed across all food and drink premises) are permitted on the land at any one time.

458. Existing Condition 45 modified (and renumbered to 52) from

Except with the prior written consent of the Responsible Authority, no more than 386 patrons are permitted on the land at any one time

459. The following Condition 64 replaced (and renumbered to 71) as outlined in the recommendation:

Before the commencement of the development, an amended Car Park Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Car Park Management Plan will be endorsed and will form part of this permit. The amended Car Park Management Plan must be generally in accordance with the Car Park Management Plan prepared by GTA and dated 7 February 2019, but modified to include:

(a) Any changes as required pursuant to condition 1

(b) A schedule of all proposed signage including directional arrows and signage, informative signs indicating the location of disabled bays and bicycle parking, exits, restrictions and pay parking systems etc.;

(c) The number and location of car parking spaces allocated to each use including:

(i) residential spaces provided at a minimum rate of 1 space per dwelling (excluding the affordable housing component); and

(ii) residential spaces allocated to the affordable housing component at a minimum rate of 0.66 spaces per dwelling.

to the satisfaction of the Responsible Authority.

460. The following Condition 71 replaced (and renumbered to 78) as outlined in the recommendation:

Before the use commences, an amended Green Travel Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Green Travel Plan will be endorsed and will form part of this permit. The amended Green Travel Plan must be generally in accordance with the Green Travel Plan prepared by GTA Consultants and dated 7 February 2019, but modified to include or show:

(a) Greater provision for staff bicycle parking and end of trip facilities as outlined in condition 1.

461. Condition 84 added as outlined in the recommendation in association with the Development Contributions Plan Overlay.

462. Condition 89(d) added as outlined in the recommendation in association of the expiry of packaged liquor.

External Consultation

463. None as advised earlier, the application is exempt from the notice and appeal provision of the *Planning and Environment Act 1987.*

Internal Consultation (One Yarra)

464. Various internal departments were referred the application and their comments form part of this report.

Financial Implications

465. None at this stage. However, there is a risk for a challenge of any decision Council makes at the Victorian Civil and Administrative Tribunal.

Economic Implications

466. The proposal will facilitate economic growth through the construction of a new shopping centre and introduction of additional residents to the area.

Sustainability Implications

467. Sustainability has been considered as part of the assessment of the application.

Social Implications

468. No particular social implications are known.

Human Rights Implications

469. No Human Rights implications are known.

Communications with CALD Communities Implications

470. No CALD community implications are known.

Council Plan, Strategy and Policy Implications

471. All relevant policies have been referenced within the report.

Legal Implications

472. None.

Conclusion

473. Based on the above report and subject to the conditions discussed throughout, the proposal is considered to substantially comply with the relevant planning policy and specifically the aspirations of the Development Plan for the Village Precinct.

474. The application has been assessed all relevant provisions of the planning scheme and against the Alphington Paper Mill Development Plan December 2016, and subject to conditions, the application shows a high degree of consistency with the DP.

475. The proposal is an acceptable outcome and will introduce the commercial and community aspects to the broader Amcor development site.

476. Subject to the conditions outlined within the recommendation section below, Council should support the application and issue an amended planning permit for:

'Use and development of the land for a mixed use development containing dwellings, supermarkets, shops, food and drink premises, office, medical centre, restricted recreation facility (gym), childcare centre, serviced apartments and place of assembly, sale of packaged liquor, a reduction in the car parking requirements and creating access to a Road Zone Category 1 Road generally in accordance with the Development Plan, generally in accordance with the plans and reports noted previously as the "decision plans".'

RECOMMENDATION

That Council:

(a) note the report of officers assessing the planning permit application; and

(b) determine to Issue an amended Planning Permit PLN17/0703 at 640 Heidelberg Road Alphington for use and development of the land for a mixed use development containing dwellings, supermarkets, shops, food and drink premises, office (including medical centre), restricted recreation facility (gym), childcare centre, and place of assembly, sale of packaged liquor, a reduction in the car parking requirements and creating access to a Road Zone Category 1 Road generally in accordance with the Development Plan, generally in accordance with the plans and reports noted previously as the "decision plans" and subject to the following conditions set out below (amended conditions asterisked).

1. *Before the development commences, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of this permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be generally in accordance with the decision plans prepared by NH Architects and Bird de la Coeur dated 18 September 2020 but modified to show:

<u>Design</u>

(a) Northern elevation of the South-West building amended to:

(i) Increase the angle of the concrete panels (PR-55) to a minimum 150mm recess at the lowest point; and

(ii) Punctuate the concrete panels with windows at each level to better articulate this wall;

(b) Additional articulation to the northern wall of the East apartment building, including provision for windows in accordance with Condition 1(y)(ii);

(c) Demonstrate that the three windows to the supermarket fronting Heidelberg Road will allow clear views into the supermarket;

(d) Detailed north (upper levels) and west elevation of the East Building and west elevation of the Civil Building, providing adequate articulation i.e. no blank, sheer walls);

(e) Detailed east and west elevations of the East Building facing the central courtyard;

(f) Picture window added within the brick wall on the Lower Ground level adjacent to the residential lobby entry at the southern end of Mills Boulevard;

ESD

(g) Annotation 'provision of' deleted in reference to the PV solar panel system on the roof plans;

(h) Operable windows to the Civic Building;

Materials

(i) Coloured elevations of all buildings including coloured perspectives for all key interfaces reflective of the proposed colours and materials;

(j) White painted concrete (CD-57) replaced with a white aggregate concrete such as Brighton Lite;

(k) Material tags on elevations to identify glass (GL-51/GL-51) as spandrel, clear or frosted;

(l) Delete reference to "or similar" where specified within the material schedule;

Bike and Car Parking

(m) Additional 68 staff car spaces provided on site i.e. total 618 staff/resident car spaces;

(n) Resident/staff car space dimensions to comply with the design guidelines within clause 52.06-9 of the Yarra Planning Scheme;

(o) Bay of three car spaces within the north-western section of the Lower Ground floor plan realigned;

(p) Lower ground basement to be extended to accommodate any additional car parking as a result of a loss of car parking elsewhere;

(q) Access gate into bicycle storage cages on Basement 1 amended so not to obstruct aisle width;

General

(r) Delete all references to the cinema screen;

(s) East Building to be constructed within title boundaries;

(t) Rationalise external screening to south-eastern corner apartment of East Building facing the courtyard where views are beyond 9m;

(u) Detailed section and elevation of privacy screens, including relevant dimensions and materials;

(v) Details (height, material) of private courtyard fencing to apartments within the East Building shown on floor plans and elevations to prevent overlooking from the central courtyard and walkway to the west;

(w) Screening measures to prevent overlooking from the roof top communal terrace of the East Building into the abutting dwelling;

(x) Operable windows provided to the following common areas of the East Building:

  (i) Level 2 main lobby; and

  (ii) Level 5 and 7 lift lobby,

(y) Natural light and ventilation to be introduced into the common areas within Level 3 and 4 of the East Building via:

  (i) Stairwell to the south-west lift core to be predominately glazed; and

(ii) Corridor extended to the north-eastern end (and subsequent modification to the north-western corner apartment) to allow for an external, operable window to the corridor overlooking the Village Square,

(z) Minimum widths of living areas to be shown in accordance with Standard D24 of Clause 58 of the Yarra Planning Scheme;

(aa) Clause 58 compliance table updated to accurately reflect the maximum depth of Apartment Type A.15;

(bb) Demonstrate full compliance with Standard D26 (Windows), with room extension depths measured from the external surface of the window;

(cc) Breeze paths to be shown on plans, where cross ventilation is proposed, in accordance with Standard D27 (Natural Ventilation);

Community Facilities

(dd) Community Facilities to show/include:

(i) Multipurpose court amended to include:

a. Spectator stage, connected but not encroaching on court (minimum 38sqm);

b. Male change rooms/toilets containing minimum 2 toilets, 2 urinals, 2 basins, 1 shower and bench change area;

c. Female change rooms/toilets containing minimum 4 toilets, 3 basins, 1 shower and bench changing area;

d. DDA compliant unisex toilet, shower and change room;

e. Storage area (minimum 35sqm);

f. Direct access to a kitchen/canteen (minimum 30sqm);

g. Main doors increased in width (i.e. full-sized double doors) and relocated to have direct line of sight to the Level 1 terrace;

(ii) "Spill out" area between the court and the Level 1 terrace;

(iii) Re-label 'Community Social Club' as 'Community space';

(iv) Kitchen/Canteen (minimum 30sqm) with direct access to the multipurpose court, the community space and the lobby;

(v) Community space fitted out to accommodate the following:

a. Two Consultation rooms/office (minimum 20sqm with minimum dimension of 3m), accommodating:

- sink and bench area;
- Hard service area for scales;
- Access to natural light;

b. Activity space (minimum 40sqm);

c. Waiting area (minimum 25sqm);

d. Play area (adjacent waiting area) (minimum 8sqm);

e. Storage (minimum 12sqm);

f. Pram storage room (minimum 8sqm);

g. Toy/play space (minimum 8sqm);

h. Kitchenette;

i. All doorways, hallways designed to accommodate double prams;

j. Male/female/DDA toilets and parents' room;

(vi) Re-label 'Community Activity' as 'warm shell';

(vii) Level 1 Warm Shell amended to include:

a. Separate Male/female/DDA unisex bathrooms;

b. Storage (minimum 12sqm);

(viii) Level 2 Warm Shell amended to include:

a. Male toilets containing a minimum 1 toilet, 2 urinals, 2 basins;

b. Female toilets containing a minimum 3 toilets, 2 basins;

c. DDA unisex toilet;

d. Storage (minimum 20sqm); and

(ix) Bathroom facilities provided for each area within a secure location, e.g. not publicly accessible from the lobby;

Reports

(ee) any amendments as require by the endorsed landscape plan pursuant to condition 19 to be shown on plans;

(ff) any requirements as a result of the endorsed Sustainable Management Plan report pursuant to condition 12 to be shown on plans;

(gg) any requirements as a result of the endorsed acoustic report pursuant to condition 14 to be shown on plans;

(hh) any requirements as a result of the endorsed wind assessment report pursuant to condition 17 to be shown on plans;

(ii) Any amendments as required by the Road Safety Audit pursuant to Condition 77; and

(jj) Any requirements as a result of the endorsed Car Parking Management Plan pursuant to condition 71 to be shown on plans.

Ongoing Architect Involvement

2. As part of the ongoing consultant team, NH Architects and Bird de la Coeur or an architectural firm to the satisfaction of the Responsible Authority must be engaged to:

(a) oversee design and construction of the development; and

(b) ensure the design quality and appearance of the development is realised as shown in the endorsed plans or otherwise to the satisfaction of the Responsible Authority.

Façade Strategy Plan

3. *In conjunction with the submission of development plans under Condition 1, a Façade Strategy and Materials and Finishes Plan to the satisfaction of the Responsible Authority must be submitted to and be approved by the Responsible Authority. When approved, the Façade Strategy and Materials and Finishes Plan will be endorsed and will then form part of this permit. This must detail:

(a) elevation drawings at a scale of 1:20 illustrating typical podium details, entries and doors, and utilities and typical tower facade details;

(b) section drawings to demonstrate façade systems, including fixing details and joints between materials or changes in form;

(c) information about how the façade will be maintained; and

(d) a sample board and coloured drawings outlining colours, materials and finishes.

4. *The provisions, recommendations and requirements of the endorsed Façade Strategy Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

Staging Plan

5. Before the development starts, a Staging plan must be submitted to and be approved to the satisfaction of the Responsible Authority. The Staging Plan must include, but not limited to, plans and information detailing any public realm works, proposed temporary treatment and use of vacant land. The development must proceed in order of the stages as shown on the endorsed plan(s), unless otherwise agreed to in writing by the Responsible Authority.

General

6. The development and uses as shown on the endorsed plans must not be altered (unless the Yarra Planning Scheme specifies that a permit is not required) without the prior written consent of the Responsible Authority.
7. Finished floor levels shown on the endorsed plans must not be altered or modified without the prior written consent of the Responsible Authority.
8. Before the buildings within a stage are occupied, or by such later date as approved in writing by the Responsible Authority, all new on-boundary walls within the applicable stage must be cleaned and finished to the satisfaction of the Responsible Authority.
9. All buildings and works must be maintained in good order and appearance to the satisfaction of the Responsible Authority.
10. All pipes, fixtures, fittings and vents servicing any building on the land must be concealed in service ducts or otherwise hidden from view to the satisfaction of the Responsible Authority.
11. Before the buildings are occupied within a stage, any wall located on a boundary facing public property within the applicable stage must be treated with a graffiti proof finish to the satisfaction of the Responsible Authority.

Sustainable Management Plan

12. *Before the development commences, an amended Sustainable Management Plan (SMP) to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Sustainable Management Plan will be endorsed and will form part of this permit. The amended SMP must be generally in accordance with the Sustainable Management Plan prepared by Norman Disney Young and dated 9 July 2020, but modified to include or show:
    (a) The following improvements in relation to the community facilities:
        (i) Thermal envelope with a minimum 20% improvement on NCC insulation requirements and double-glazing to windows; and
        (ii) Operable windows to all areas, including remote window operation for highlight windows (e.g. to the multi-purpose court); and
    (b) Amend BESS report credit to align with 2019 NCC 2019 Standards or reduce the illumination power density (IPD) to meet BESS claim of 20% improvement.
13. The provisions, recommendations and requirements of the endorsed Sustainable Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

Acoustic Report

14. *Before the development commences, an amended Acoustic Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Acoustic Report will be endorsed and will form part of this permit. The amended Acoustic Report must be generally in accordance with the Acoustic Report prepared by Norman Disney Young Pty Ltd and dated 14 July 2020, but modified to include (or show, or address):

(a) Acoustic specifications of the external walls to the multi-purpose court to achieve improved external noise levels on adjacent apartment balconies;

(b) Structure borne noise from ball bouncing within the multipurpose court and measure to address potential impacts on adjoining land uses;

(c) Provide a high level of structure-borne sound isolation between the multi-purpose court and adjacent uses, such as could be achieved with a structural break or a 'floating' concrete floor;

(d) Consider structure borne sound from the indoor recreational facility on surrounding commercial premises;

(e) Provision for a high deflective gym floor to the indoor recreation facility;

(f) Provide adequate acoustic treatment to the community spaces and multipurpose court to enable live music/performance in accordance with SEPP N2 base noise limits, to protect the adjacent residential uses and the school building; and

(g) Assessment of noise from the childcare centre, measured at external targets of 'background and 10dB' with sound power reference levels from AAAC Guideline for Childcare Centres Acoustic Assessment, version 3.0.

15. The provisions, recommendations and requirements of the endorsed Acoustic Report must be implemented and complied with to the satisfaction of the Responsible Authority.

Post commencement Acoustic Report

16. Within 3 months of completion of the development or at a later date to the satisfaction of the Responsible Authority, an Acoustic Report to the satisfaction of the Responsible Authority must be prepared by a suitably qualified acoustic engineer and must be submitted to and approved by the Responsible Authority. When approved, the Acoustic Report will be endorsed and will form part of this permit. The Acoustic Report must assess the following:

(a) Noise impacts from the loading bay activity on the dwellings within the podium along Heidelberg Road;

(b) Noise impacts from the mechanical equipment to be measured the most affected sensitive receivers locations (i.e. dwellings); and

(c) The acoustic report must assess the compliance of the use and, where necessary, make recommendations to limit the noise impacts in accordance with the State Environment Protection Policy (Control of noise from industry, commerce and trade) No. N-1 (SEPP N-1) or any other requirement to the satisfaction of the Responsible Authority.

Wind Assessment Report

17. *Before the development commences, an amended Wind Tunnel Test to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Wind Tunnel Test will be endorsed and will form part of this permit. The amended Wind Tunnel Test must be generally in accordance with the Wind Tunnel Test prepared by Vipac Engineers and Scientists and dated 25 October 2018, but modified to include (or show):

(a) Assessment of the amended plans pursuant to Condition 1 of this permit;

(b) 'Walking' rather than 'fast walking' used as the minimum acceptable criterion;

(c) Confirm assumptions contained in the desktop assessment dated 22 December 2020 including, but not limited to:

(i) "walking" comfort criteria achieved along Outer Circle Mews;

(ii) Wind mitigation measures for Testing Location 14 (outdoor dining area adjacent to the Village Square;

(d) Level 1 terrace to achieve sitting criterion where outdoor dining is proposed;

(e) Level 4 childcare terrace to achieve areas of standing and siting criteria;

(f) Clarification of the sensor location for Location 3 i.e. whether it was shifted into the recessed entrance; and

(g) Minimum acceptable criterion achieved for Configuration 2 at all locations, excluding vegetation.

18. The provisions, recommendations and requirements of the endorsed Wind Assessment Report must be implemented and complied with to the satisfaction of the Responsible Authority.

Landscaping

19. *Before the development commences, an amended Landscape Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Landscape Plan will be endorsed and will form part of this permit. The amended Landscape Plan must be generally in accordance with the Landscape Plan prepared by Aspect Studios and dated 9 June 2020 (Rev 9), but modified to include (or show):

(a) Consistency with the architectural drawings pursuant to Condition 1;

(b) Greater detail of the planter boxes and vertical planting proposed to the South-West Building and the podium along the Outer Circle Mews regarding plant species type, irrigation and maintenance details;

(c) Any maintenance requirements for steel inlay (PV-02.1);

(d) Annotate accurate area calculation for the East Building podium terrace;

(e) Location of the timber and metal fencing (and gates) to be shown on TP-LAN-L3-101 and TP-LAN-L3-102;

(f) Residential Garden on Level 3 podium, annotation of seating in south-east corner to be shown as LF.06.1;

(g) Incorrect annotation GB-01.3 between terraces along the eastern side of South-East Building deleted;

(h) To Heidelberg Road:

(i) Tree species '*Angophora Costata*' nominated on plans;

(ii) Consistency with any approved civil and detailed design drawings; and

(iii) Details of any landscaping proposed along the building line, including details to confirm durability and maintenance;

(i) To the Outer Circle Mews:

(i) Avoid small 'left over' spaces between street furniture and garden beds;

(ii) Greater detail of the windscreens e.g. materials, porosity;

(iii) Correct overlapping notes and material tags

(j) To Nelmoore Lane:

(i) Comprehensive levels and grading details including:

(ii) Cross sections taken at 10m intervals, outlining the proposed grades, levels and dimensions;

(iii) Confirm levels at the interface between Nelmoore Lane and Artisan Park;

(iv) Improved landscape treatment within the triangular space to the south-east of the Machinery Hall created by the current amendment, including:

a. Details of 'custom precinct' furniture (LF-05.1), with this to include seating with backs and armrests that can cater for grouping of people;

b. Details of tree and plant species within garden beds;

(v) Brick paving PV-03.1 in the south west corner of Nelmoore Lane replaced with PV-04.1;

(vi) Integrate additional trees along the south side of Nelmoore Lane and apply banding consistency;

(vii) Ensure consistency with approved landscaping plans within the development to the south (Artisan East) and Artisan Park;

(viii) Ensure consistency with the approved Mills Boulevard Streetscape plans;

(k) To the Level 1 terrace:

(i) Seating to be provided in clusters including details of seating capacity;

(ii) comprehensive levels and grading information;

(iii) Clear drainage strategy (including raised planter);

(iv) Provision for trees within the central planters;

(v) Tree species and available soil volumes nominated;

(vi) Ensure trees are suitably offset from the edges of planters;

(vii) Clarification of material GR-02.1 in Legend (TP-LAN-00-002; and

(l) To the Paper Trail:

(i) Any recommendations from the endorsed Playground Safety Assessment pursuant to Condition 20;

(ii) Measures to minimise gravel spill onto the Paper Trail pathway; and

(iii) Public lift and security fencing/gates to be shown on TP-LAN-L3-101.

Playground Safety Assessment

20. *Before the landscape plans are endorsed, a Playground Safety Assessment to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The Playground Safety Assessment must be prepared by a certified safety auditor. When approved, the Playground Safety Assessment will be endorsed and will form part of this permit. The Playground Safety Assessment must address:

(a) Fall zones and clear zones; and

(b) Suitability of the steel bench by the playground.

21. *The provisions, recommendations and requirements of the endorsed Playground Safety Assessment must be implemented and complied with to the satisfaction of the Responsible Authority

22. Before the landscape plans are endorsed, an Irrigation Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Irrigation Management Plan will be endorsed and will form part of this permit. The Irrigation Management Plan must make recommendations for:

(a) differential demands of the vegetation within the site complying with the provisions, recommendations and requirements of the endorsed Landscape Plan; and

(b) programmed maintenance for the irrigation system including flushing, checking systems integrity, monitoring sensors and calibration settings.

23. Before the buildings within a stage are occupied, or such later date as is approved by the Responsible Authority, the landscaping works shown on the endorsed plans relating to the applicable stage must be carried out and completed to the satisfaction of the Responsible Authority.

24. The landscaping shown on the endorsed plans must be maintained by:

(a) implementing and complying with the provisions, recommendations and requirements of the endorsed Landscape Plan;

(b) not using the areas set aside on the endorsed Landscape Plan for landscaping for any other purpose; and

(c) replacing any dead, diseased, dying or damaged plants,

all to the satisfaction of the Responsible Authority.

Village Square

25. Before the development commences, or otherwise approved by the Responsible Authority, a landscape concept plan must be submitted to and approved by the Responsible Authority. When approved, the Village Square will be endorsed and will form part of this permit. The Village Square must be generally in accordance with the landscape concept plans prepared by Aspect Studios date 3 December 2018, plan Ref. TP-LAN-0G-101 but updated to include or show:

(a) Further information to demonstrate that significant change in levels between the square and Mills Boulevard have been avoided;

(b) Incorporate landscaping on the eastern edge of the square that will supplement the Main Street tree planting;

(c) Greater detail of corton steel elements including how they will be incidentally used and complement the space and how graffiti will be deterred;

(d) More information to confirm that the added entrance will align with the Mills Boulevard crossing;

(e) More information regarding custom seating and whether this will allow for groups to gather and interact;

(f) Additional detail provided to conform that bicycle hoops, drinking fountains and bins to Council's Standards or otherwise to the satisfaction of the Responsible Authority;

(g) Indicate location of signage to be consistent with the 'Wayfinding signage and Interpretation Strategy report' pursuant to Condition 23;

(h) Greater detail to confirm that double sided timber benches include backs and armrests;

(i) More information to confirm that there will be a clear demarcation between public and private areas, including the location of assets; and

(j) Details of a clear drainage strategy.

Section 173 Agreement – Village Square

26. Unless otherwise agreed by the Responsible Authority, prior commencement of the development authorised by this permit, the owner (or another person in anticipation of becoming the owner) must enter into an agreement with the Responsible Authority under section 173 of the *Planning and Environment Act* 1987, which provides for the following:

(a) Before the occupation of the development approved by this permit, or at a later date to the satisfaction of the Responsible Authority, the Village Square must be substantial completed to the satisfaction of the Responsible Authority;

(b) The cost of any incomplete works (including any associated labour and maintenance) at time of occupation of the development to be reserved as bonds, bank guarantees or similar to the satisfaction of the responsible authority;

(c) Prior to the occupation of the development approved by this permit, or at a later date to the satisfaction of the Responsible Authority, the Village Square is to be vested with Council; and

(d) The cost of the design and construction of Village Square, including all landscape works, any park furniture/equipment and drainage is to be borne by the permit

applicant.

The owner, or other person in anticipation of becoming the owner, must meet all of the expenses of the preparation and registration of the agreement, including the Responsible Authority's costs and expenses (including legal expenses) incidental to the preparation, registration and enforcement of the agreement.

Wayfinding and Interpretation Strategy

27. Before the use commences, an amended Wayfinding and Interpretation Strategy to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Wayfinding and Interpretation Strategy will be endorsed and will form part of this permit. The amended Wayfinding and Interpretation Strategy must be generally in accordance with the Wayfinding and Interpretation Strategy prepared by Urban & Public and Aspect Studios and dated August 2017, but modified to include or show:

    (a) Heritage interpretation signage within the Paper Trail for the metal inlay; and

    (b) Provision of further details regarding the heritage interpretation/wayfinding elements e.g. steel paving inlay to vertical element transition.

Public Art Management Plan

28. Within 6 months of commencement of the development, a Public Art Management Plan for the display cabinets along Heidelberg Road to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Public Art Management Plan will be endorsed and will then form part of this permit. The Public Art Management Plan must include, but not be limited to:

    (a) Details of who is to manage the display cabinets, this is to be one of the following:

        (i) Art curator;

        (ii) Art gallery;

        (iii) Artist run space;

    (b) Funding arrangements to maintain the space;

    (c) Frequency that the display boxes are to be changed;

    (d) In the event that an art curator is engaged, details of display creation process to include;

        (i) A brief to be developed and open for artists' submissions, or by invitation to a group of shortlisted artists;

        (ii) The concept design submissions will be assessed by Council's Visual Arts Panel or project specific panel and one artist may be successfully selected to proceed to commission round; and

        (iii) The artist may be engaged for a further design stage or proceed straight to commission, however a fixed budget will be established and the artist contracted to deliver the project within this set fee.

29. Before the buildings within the stage that includes the public art are occupied, or by such later date as approved in writing by the Responsible Authority, the approved public art within the applicable stage must be completed. Once completed, the public art must be maintained in accordance with the endorsed Public Art Management Plan to the satisfaction of the Responsible Authority.

Lighting Plan Design

30. Before the buildings within a stage are occupied, or by such later date as approved in writing by the Responsible Authority, external lighting capable of illuminating pedestrian walkways and dwelling entrances relating to the applicable stage must be provided. Lighting must be:

(a) located;

(b) directed;

(c) shielded; and

(d) of limited intensity,

to the satisfaction of the Responsible Authority.

31. Before the development commences, a Lighting Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The Lighting Plan must address lighting within the internal streets and other publicly accessible areas and the entrances to the approved dwellings. When approved, the Lighting Plan will be endorsed and will form part of this permit. The Lighting Plan must provide for:

    (a) A lighting scheme designed for new open roads within the curtilage of the property that complies with uniformity requirements as per standard AS1158.3.1;

    (b) The control of light spillage into the windows of existing and proposed residences to comply with the requirements of AS 4282 – 1997," Control of the obtrusive effects of outdoor lighting";

    (c) The locations of any new light poles so as not to obstruct access into private garages/off and on street parking places;

    (d) Lighting to all primary pedestrian access points to a residential property to satisfy at least level P4 as per AS 1158.3.1;

    (e) A maintenance regime for the lighting scheme within the curtilage of the property; and

    (f) The use of energy efficient luminaries and/or solar lighting technologies to reduce carbon emission if possible.

32. The provisions, recommendations and requirements of the endorsed Lighting Plan must be implemented and complied with at no cost to Council and to the satisfaction of the Responsible Authority.

Waste Management Plan

33. *Before the development commences, an amended Waste Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Waste Management Plan will be endorsed and will form part of this permit. The amended Waste Management Plan must be generally in accordance with the Waste Management Plan prepared by SALT and dated 21 July 2020, but modified to include:

    (a) Details of separate glass recycling;

    (b) Details on risk management i.e. in relation to waste collection and user access; and

    (c) Details of infectious waste collection associated with the Medical Centre Use in accordance with condition 43.

34. The provisions, recommendations and requirements of the endorsed Waste Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

Community Facilities – Section 173 Agreement

35. *Before the development starts, the owner (or other person in anticipation of becoming the owner) must enter into an agreement with the Responsible Authority under section 173 of the Planning and Environment Act 1987 (Act). The agreement must provide the following:

    (a) the minimum:

        (i) 350sqm community space;

        (ii) 1000sqm community centre activity space ("warm shell");

        (iii) 906sqm multi-purpose court,

All shown on the endorsed plans must be subdivided and gifted to the Responsible Authority at no cost to the Responsible Authority before the development authorised by this permit is occupied;

(b) the owner will undertake the:

(i) fit out of the internal 350sqm community space including kitchen, toilets and storage (to include floor covering, ceiling, wall partitioning, lighting and air conditioning);

(ii) Delivery of a "warm shell" of 1,000sqm gross floor area, toilet facilities (on each level) and storage;

(iii) Delivery of the multi-purpose court to netball standard, including associated toilet/change room facilities and storage rooms; and

(iv) Delivery of ESD initiatives as detailed within the endorsed sustainability management plan pursuant to condition 10 of this planning permit;

(c) before they are gifted to the Responsible Authority, all fit outs must be in a manner to be agreed by the owner and the Responsible Authority before the internal and where relevant external works commence for all fit outs, all at no cost to the Responsible Authority; and

(d) the owner (or other person in anticipation of becoming the owner) must meet all of the expenses of preparing, reviewing, executing and registering the agreement, including the Responsible Authority's costs and expenses (including legal expenses) incidental to preparing, reviewing, executing, registering and enforcing the agreement.

Use Conditions

Sports Court / Pavilion

36. Except with the prior written consent of the Responsible Authority, the use authorised by this permit may only operate between the following hours:

(a) Monday to Sunday 6.00am to 10.00pm.

Childcare

37. *Except with the prior written consent of the Responsible Authority, no more than 90 children are permitted on the land at any one time.

38. Except with the prior written consent of the Responsible Authority, no more than 10 EFT Childcare teaching staff are permitted on the land at any one time.

39. Except with the prior written consent of the Responsible Authority, the use authorised by this permit may only operate between the following hours:

(a) Monday to Sunday 6.00am to 10.00pm.

Office

40. Except with the prior written consent of the Responsible Authority, the use authorised by this permit may only operate between the following hours:

(a) Monday to Sunday 6.00am to 10.00pm.

Medical Centre

41. *No more than three (3) practitioners are permitted to operate from the land at any one time.

42. *Except with the prior written consent of the Responsible Authority, the use authorised by this permit may only operate between the following hours:

(a) Monday to Sunday 6.00am to 10.00pm.

43. *All infectious waste must be removed by a commercial waste contractor, which holds an appropriate commercial waste licence to the satisfaction of the Responsible Authority.

Retail/Shop

44. *Except with the prior written consent of the Responsible Authority, the use authorised by this permit may only operate between the following hours:

    (a) Monday to Sunday 6.00am to 10.00pm (excluding the bottle shop); and

    (b) Monday to Sunday 9.00am to 11.00pm (Bottle shop).

45. *The sale of liquor (packaged liquor) as shown on the endorsed plans must not be altered (unless the Yarra Planning Scheme specifies that a permit is not required) without the prior written consent of the Responsible Authority.

46. *Except with the prior written consent of the Responsible Authority, the sale of packaged liquor may only occur between the hours of 9.00am and 11pm

Supermarket

47. Except with the prior written consent of the Responsible Authority, the use authorised by this permit may only operate between the following hours:

    (a) Monday to Sunday 6.00am to 12midnight.

Food and Drink Premises

48. *Except with the prior written consent of the Responsible Authority, no more than 192 patrons (distributed across all food and drink premises) are permitted on the land at any one time.

49. Except with the prior written consent of the Responsible Authority, the use authorised by this permit may only operate between the following hours:

    (a) Monday to Sunday 6.00am to 10.00pm.

Community Space - Place of Assembly

50. Except with the prior written consent of the Responsible Authority, no more than 300 patrons are permitted on the land at any one time.

51. Except with the prior written consent of the Responsible Authority, the use authorised by this permit may only operate between the following hours:

    (a) Monday to Sunday 6.00am to 10.00pm.

Gym

52. *Except with the prior written consent of the Responsible Authority, no more than 509 patrons are permitted on the land at any one time.

53. Except with the prior written consent of the Responsible Authority, the use authorised by this permit may only operate between the following hours:

    (a) 24 hrs per day.

54. Before the restricted recreation facility (gym) use commences, an operation management plan must be submitted and approved by the Responsible Authority. When approved, the operation management plan will be endorsed and will form part of this permit. The operation management plan must include:

    (a) Hours that staff will be present on site;

    (b) Details of after-hours access by members; and

    (c) Details of security/safety measures/emergency contact when facility is unstaffed.

55. The provisions, recommendations and requirements of the endorsed Operation Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

Serviced Apartments

56. Before the use of the serviced apartments operates, an operation management plan must be submitted and approved by the Responsible Authority. When approved, the operation management plan will be endorsed and will form part of this permit. The operation management plan must include:

    (a) Hours that staff will be present on site;

    (b) Details of after-hours access by members; and

    (c) Details of security/safety measures/emergency contact when facility is unstaffed.

57. Unless otherwise agreed by the Responsible Authority, prior commencement of the development authorised by this permit, the owner (or another person in anticipation of becoming the owner) must enter into an agreement with the Responsible Authority under section 173 of the *Planning and Environment Act* 1987, which provides for the following:

    (a) Serviced apartments to be restricted to temporary accommodation away from normal place of residence; and

    (b) Serviced apartments must be managed by a single operator and not disposed of as individual lots.

General Use Conditions

58. The provision of music and entertainment on the land must be at a background noise level excluding the community spaces unless with the prior written consent of the Responsible Authority.

59. The use and development must comply at all times with the State Environment Protection Policy – Control of Noise from Commerce, Industry and Trade (SEPP N-1).

60. The use and development must comply at all times with the State Environment Protection Policy – Control of Music Noise from Public Premises (SEPP N-2).

61. The amenity of the area must not be detrimentally affected by the development and uses including through:

    (a) The transport of materials, goods or commodities to or from the land;

    (b) The appearance of any buildings, works or materials;

    (c) The emission of noise, artificial light, vibration, smell fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil or

    (d) The presence of vermin,

    to the satisfaction of the Responsible Authority.

Road works – Section 173 Agreement

62. Unless otherwise agreed by the Responsible Authority, prior commencement of the development authorised by this permit, the owner (or another person in anticipation of becoming the owner) must enter into an agreement with the Responsible Authority under section 173 of the *Planning and Environment Act* 1987, which provides for the following:

    (a) Before the occupation of the development approved by this permit, Heidelberg Road along the site frontage must be substantially completed to the satisfaction of the Responsible Authority, including appropriate connections to the adjoining sections of Heidelberg Road;

    (b) Sections of the Heidelberg Road and Latrobe Avenue footpath that lie outside the building envelope but within the title boundaries to be vested with Council unless otherwise agreed and acceptably delineated;

    (c) Before occupation of the development approved by this permit, the sections of Heidelberg Road and Latrobe Avenue adjacent to the title boundaries must be substantially completed to the satisfaction of the Responsibility;

(d) The cost of the design and carrying out these works to be borne by the owner of the land;

(e) Publicly accessible pedestrian links (Paper Trail, Outer Circle Mews and Nelmoore Lane) to remain unobstructed and maintained in good order to the satisfaction of the Responsible Authority';

(f) Paper Trail access (connecting the Village Square to the Outer Circle Mews) to be publicly accessible between 6am and 12midnight; and

(g) 24-hour public access provided to the Outer Circle Mews and the access road to the south.

The owner, or other person in anticipation of becoming the owner, must meet all the expenses of the preparation and registration of the agreement, including the Responsible Authority's costs and expenses (including legal expenses) incidental to the preparation, registration and enforcement of the agreement.

Road Infrastructure

63. Before the development commences, or by such later date as approved in writing by the Responsible Authority, the applicant must prepare and submit a 1 in 20 scale cross sectional drawing of the development's vehicular entrance, showing the actual reduced levels to three decimal places (not interpolated levels from the application drawings). The required levels include the building line level, top of kerb level, invert level, lip level and road pavement levels. The applicant must demonstrate by way of a ground clearance check using the B99 design vehicle that cars can traverse the new vehicle crossing without scraping or bottoming out. The 1 in 20 scale cross sectional drawing must be submitted to Council's Construction Management branch for assessment and approval.

64. Before the buildings within a stage are occupied, or by such later date as approved in writing by the Responsible Authority, any new vehicle crossing within the applicable stage must be constructed:

(a) in accordance with any requirements or conditions imposed by Council;

(b) at the permit holder's cost; and

(c) to the satisfaction of the Responsible Authority.

65. Before the buildings within a stage are occupied, or by such later date as approved in writing by the Responsible Authority, any redundant vehicular crossing within the applicable stage must be demolished and re-instated as standard footpath and kerb and channel:

(a) at the permit holder's cost; and

(b) to the satisfaction of the Responsible Authority.

66. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any damaged roads, footpaths and other road related infrastructure adjacent to the development site as a result of the construction works, including trenching and excavation for utility service connections, must be reconstructed:

(a) at the permit holder's cost; and

(b) to the satisfaction of the Responsible Authority.

67. Prior to the commencement of works, specifications for the proposed surface materials to be used for Council's assets are to be submitted to Council's Civil Engineering Unit for assessment and approval.

68. Before the buildings within a stage are occupied, the footpaths, kerbs, channels and roadways adjacent to the applicable stage are to be constructed to the satisfaction of the Responsible Authority.

69. Before the buildings within a stage are occupied, redundant pits/services within the applicable stage are to be removed and Council assets reinstated.

70. Prior to the commencement of works, existing Council stormwater drainage and sewerage infrastructure within the site to be relocated to the satisfaction of the Responsible Authority.

Car parking

71. *Before the commencement of the development, an amended Car Park Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Car Park Management Plan will be endorsed and will form part of this permit. The amended Car Park Management Plan must be generally in accordance with the Car Park Management Plan prepared by GTA and dated 7 February 2019, but modified to include:

    (a) Any changes as required pursuant to condition 1;

    (b) A schedule of all proposed signage including directional arrows and signage, informative signs indicating the location of disabled bays and bicycle parking, exits, restrictions and pay parking systems etc.;

    (c) Car parking rates updated as follows:

        (i) office rate of 2.5 spaces per 100sqm;

        (ii) residential visitors rate of 0.12 space per dwelling; and

        (iii) maximum capacity of 300 patrons within the community facilities.

    (d) Staff/resident car parking increased to 618 car spaces,

    to the satisfaction of the Responsible Authority.

72. The provisions, recommendations and requirements of the endorsed Car Park Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

73. Before the buildings within a stage are occupied, or by such later date as approved in writing by the Responsible Authority, a notice showing the location of car parking relating to the applicable stage must be placed in a clearly visible position near the entry to the land. The notice must be maintained thereafter to the satisfaction of the Responsible Authority.

Loading Bay Management Plan

74. Before the buildings are occupied, a Loading Bay Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Loading Bay Management Plan will be endorsed and will form part of this permit. The Loading Bay Management Plan must address, but not be limited to, the following:

    (a) details of the frequency, hours and type of deliveries to occur;

    (b) access management into the loading bay e.g. manual/swipe/pin code;

    (c) collection of waste and garbage including the separate collection of organic waste and recyclables and medical waste which must be in accordance with the Waste Management Plan required by Condition 29; and

    (d) loading hours and operations to be consistent with recommendations in the acoustic report pursuant to Condition 12, including that doors are to remain shut while loading and unloading.

75. The provisions, recommendations and requirements of the endorsed Loading Bay Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

76. The loading and unloading of vehicles and the delivery of goods to and from the land must be conducted entirely within the land to the satisfaction of the Responsible Authority.

Road Safety Audit

77. Prior to the endorsement of plans, an amended Road Safety Audit is to be undertaken generally in accordance with the Road Safety Audit Ref. RSA-05937 dated 25 July 2017 but amended to include:

    (a) Shared path priority to be identified as a 'high risk' rating; and

    (b) Further analysis and recommendations to resolve the shared path priority including to ensure that the shared path priority is clear to drivers, riders and pedestrians.

Green Travel Plan

78. *The provisions, recommendations and requirements of the endorsed Green Travel Plan, generally in accordance with the Green Travel Plan prepared by GTA Consultants dated 20 July 2020 (Rev E), must be implemented and complied with to the satisfaction of the Responsible Authority.

Public Transport Victoria

79. The permit holder must take all reasonable steps to ensure that disruption to bus operation along Heidelberg Road is kept to a minimum during the construction of the development. Foreseen disruptions to bus operations during construction and mitigation measures must be communicated to Public Transport Victoria fourteen (14) days prior.

VicRoads Conditions (78 to 81)

80. Before the development starts functional layout plans for the intersection of Heidelberg Road and the accessway to the Village (at the north west) and the intersection of Heidelberg Road and Latrobe Avenue, must be submitted to and approved by the Roads Corporation. When approved by the Roads Corporation, the plans may be endorsed by the Responsible Authority and will then form part of the permit. The plans must be drawn to scale with dimensions and two copies submitted with the application (by GTA consulting, Heidelberg Road Frontage Alphington, Functional Layout, reference: 16M192300-05 Issue F7). The Functional Layout Plans must also incorporate the recommendations of the Road Safety Audit, Reference RSA – 05937 by Road Safety Audits).

81. Prior to the commencement of the use or the occupation of the buildings or works hereby approved, the access lanes, driveway, crossovers and associated works must be provided and available for use and be:

    (a) formed to such levels and drained so that they can be used in accordance with the plan; and

    (b) treated with an all-weather seal or some other durable surface.

82. The crossover and driveway must be constructed to the satisfaction of the Roads Corporation and the Responsible Authority and at no cost to the Roads Corporation prior to the commencement of the use or the occupation of the works hereby approved.

83. Driveways must be maintained in a fit and proper state so as not to compromise the ability of vehicles to enter and exit the site in a safe manner or compromise operation efficiency of the road or public safety.

Development Contribution Plan

84. * Prior to the issue of a building permit, commencement of the development, or issue of a Statement of Compliance (whichever occurs first) the Development Infrastructure Levy must be paid to Yarra City Council in accordance with the approved Development Contributions Plan, or the Owner must enter into an agreement with Yarra City Council to pay the amount of the levy within a time specified in the agreement.

Construction Management

85. Before the development commences, a Construction Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plan will be endorsed and will form part of this permit. The plan must provide for:

    (a) a pre-conditions survey (dilapidation report) of the land and all adjacent Council roads frontages and nearby road infrastructure;

    (b) works necessary to protect road and other infrastructure;

    (c) remediation of any damage to road and other infrastructure;

    (d) containment of dust, dirt and mud within the land and method and frequency of clean up procedures to prevent the accumulation of dust, dirt and mud outside the land;

    (e) facilities for vehicle washing, which must be located on the land;

    (f) the location of loading zones, site sheds, materials, cranes and crane/hoisting zones, gantries and any other construction related items or equipment to be located in any street;

    (g) site security;

    (h) management of any environmental hazards including, but not limited to,:

        (i) contaminated soil;

        (ii) materials and waste;

        (iii) dust;

        (iv) stormwater contamination from run-off and wash-waters;

        (v) sediment from the land on roads;

        (vi) washing of concrete trucks and other vehicles and machinery; and

        (vii) spillage from refuelling cranes and other vehicles and machinery;

    (i) the construction program;

    (j) preferred arrangements for trucks delivering to the land, including delivery and unloading points and expected duration and frequency;

    (k) parking facilities for construction workers;

    (l) measures to ensure that all work on the land will be carried out in accordance with the Construction Management Plan;

    (m) an outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services;

    (n) measures to maintain the access and integrity of the continuous bike path along Heidelberg Road;

    (o) an emergency contact that is available for 24 hours per day for residents and the Responsible Authority in the event of relevant queries or problems experienced;

    (p) the provision of a traffic management plan to comply with provisions of AS 1742.3-2002 Manual of uniform traffic control devices - Part 3: Traffic control devices for works on roads;

    (q) a Noise and Vibration Management Plan showing methods to minimise noise and vibration impacts on nearby properties and to demonstrate compliance with Noise Control Guideline 12 for Construction (Publication 1254) as issued by the Environment Protection Authority in October 2008. The Noise and Vibration Management Plan must be prepared to the satisfaction of the Responsible Authority. In preparing the Noise and Vibration Management Plan, consideration must be given to:

(i) using lower noise work practice and equipment;

(ii) the suitability of the land for the use of an electric crane;

(iii) silencing all mechanical plant by the best practical means using current technology;

(iv) fitting pneumatic tools with an effective silencer;

(v) other relevant considerations; and

(r) any site-specific requirements.

During the construction:

(s) any stormwater discharged into the stormwater drainage system must be in compliance with Environment Protection Authority guidelines;

(t) stormwater drainage system protection measures must be installed as required to ensure that no solid waste, sediment, sand, soil, clay or stones from the land enters the stormwater drainage system;

(u) vehicle borne material must not accumulate on the roads abutting the land;

(v) the cleaning of machinery and equipment must take place on the land and not on adjacent footpaths or roads; and

(w) all litter (including items such as cement bags, food packaging and plastic strapping) must be disposed of responsibly.

86. If required, the Construction Management Plan may be approved in stages. Construction of each stage must not commence until a Construction Management Plan has been endorsed for that stage, to the satisfaction of the Responsible Authority.

87. The provisions, recommendations and requirements of the endorsed Construction Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

88. Except with the prior written consent of the Responsible Authority, demolition or construction works must not be carried out:

(a) Monday-Friday (excluding public holidays) before 7 am or after 6 pm;

(b) Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday) before 9 am or after 3 pm; or

(c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.

Time Expiry

89. This permit will expire if:

(a) the development is not commenced within two years of the date of this permit; or

(b) the development is not completed within four years of the date of this permit; or

(c) the uses have not commenced within five years of the date of this permit; or

(d) the sale of packaged liquor has not commenced within five years of the date of this permit

The Responsible Authority may extend the periods referred to if a request is made in writing before the permit expires or within six months afterwards for commencement or within twelve months afterwards for completion.

Notes:

Provision must be made for drainage of the site to a legal point of discharge. Please contact Council's Building Services on 9205 5585 for further information.

A building permit may be required before development is commenced. Please contact Council's Building Services on 9205 5585 to confirm.

A local law permit (e.g. Asset Protection Permit, Road Occupation Permit) may be required before development is commenced. Please contact Council's Construction Management Branch on Ph. 9205 5585 to confirm.

The site is located within an Environmental Audit Overlay. Pursuant to Clause 45.03 of the Yarra Planning Scheme, the requirements of the Environmental Audit Overlay must be met prior to the commencement of development permitted under the permit.

The permit holder must obtain approval from the relevant authorities to remove and/or build over the easement(s).

All future property owners and residents, within the development approved under this permit will not be permitted to obtain resident or visitor parking permits.

A vehicle crossing permit is required for the construction of the vehicle crossing(s). Please contact Council's Construction Management Branch on 9205 5585 for further information.

Provision must be made for drainage of the site to a legal point of discharge. Please contact Council's Building Services on 9205 5585 for further information.

A building permit may be required before development is commenced. Please contact Council's Building Services on 9205 5585 to confirm.

A local law permit (e.g. Asset Protection Permit, Road Occupation Permit) may be required before development is commenced. Please contact Council's Construction Management Branch on Ph. 9205 5585 to confirm.

The permit holder must obtain approval from the relevant authorities to remove and/or build over the easement(s).

All future property owners, occupiers, employees, students or visitors, within the development approved under this permit will not be permitted to obtain business employee, resident or visitor parking permits.

A vehicle crossing permit is required for the construction of the vehicle crossing(s). Please contact Council's Construction Management Branch on 9205 5585 for further information.

* Prior to the issue of a building permit for the development allowed by this permit, the Community Infrastructure Levy must be paid to Yarra City Council in accordance with the approved Development Contributions Plan.

VicRoads Notes:

Separate approval under the Road Management Act may be required from VicRoads (the Roads Corporation). Please contact VicRoads prior to commencing any works.

Attachments

1⇩ Surrounding Land

2⇩ Decision Plans

3⇩ Landscape Plans

4⇩ Existing Planning Permit PLN17/0703

5⇩ External Urban Design Consultant (Mark Sheppard - Kinetica) Referral Comments

6⇩ Environmental Sustainable Design (ESD) Officer Referral Comments (Nov 2020)

7⇩ Environmental Sustainable Design (ESD) Officer Referral Comments (Feb 2021)

8⇩ Open Space and Urban Design Referral Comments

9⇩ Engineering Services Referral Comments on Public Realm

10⇩ Engineering Services Referral Comments on Car Parking

11⇩ Acoustic Consultant (SLR Consultants) Referral Comments

12⇩ Wind Consultants (MEL Consultants) Referral Comments

13⇩ City Works Referral Comments (Waste Management)

14⇩ Community Amenity Referral Comments (Packaged liquor)

15⇩ Social Strategy and Community Development Referral Comments (Packaged Liquor)

16⇩ Family, Youth and Children's Services Referral Comments on Community Facilities

17⇩ Recreation and Leisure Services Referral Comments on Community Facilities

Attachment 1 - Surrounding Land

Surrounding Land Description

East

1. To the east of the site is Mills Boulevard (formally Latrobe Avenue). This is an existing Council road that runs through the Amcor site. The road is to be redesigned and reconstructed as part of the overall redevelopment of the APM site.
2. On the eastern side of Mills Boulevard are the Gateway and Park Precincts. The Gateway Precinct (Lots 1A & 1B shown on figure 1) faces Heidelberg Road with the Park Precinct (Lot 4A and beyond) located further to the south, separated by a private road. Both precincts extend between Mills Boulevard and Parkview Road;
3. The Gateway precinct contains two sub-precincts, known as 1A and 1B. Precinct 1A comprises the western section of the precinct and is situated on the corner of Mills Boulevard Avenue and Heidelberg Road, known as 670 Heidelberg Road. A planning permit (PLN17/0743) has been issued for a 6 storey aged care facility comprising a total of 144 beds. Plans have not yet been endorsed and the permit has not been acted upon. An extension of time has been granted so that the development must now commence by 30 July 2021.



Figure 1: Heidelberg Road perspective of PLN17/0743

4. Precinct 1B, known as 680 Heidelberg Road, contains an 8 storey residential apartment building constructed in accordance with Planning Permit PLN17/0272.



Figure 2 – Heidelberg Road perspective of PLN17/0272

Attachment 1 - Surrounding Land

5. Planning Permit PLN16/0524 was issued 2 December 2016 for Precinct 4A for construction of 109, four-storey townhouses and reduction in the car parking requirements. This precinct is to the east of the Amcor site between Latrobe Avenue and Parkview Road. Plans have been endorsed, however works are yet to commence. The permit has been extended and remains valid.



Figure 3 – Precinct 4A view from north-west corner (Mills Boulevard)

6. Further to the south of Precinct 4A is Precinct 4B(North), Planning Permit PLN17/0041 was issued 23 August 2017 for demolition of an existing dwelling and construction of 74 two and three storey townhouses, plus terraces and a reduction in the car parking requirements. This precinct has been completed and is now occupied.

West

7. To the west of the site, extending to Chandler Highway is the balance of Precinct 2A. At the time of the original permit was issued, there was a pending VCAT hearing lodged for Council's Failure to Determine planning application PLN17/0978 within the Statutory 60-day timeframe.

8. On 8 November 2018, VCAT directed that a planning permit be issued allowing:

   (a) *In accordance with the endorsed plans:*

      (i) *Construction of two or more dwellings on a lot under clause 32.04-6;*

      (ii) Construction of a building or the construction or carrying out works under clause 43.01-1; and

      (iii) Reduction of the car parking requirement under clause 52.06-3.

9. The approved development is for an apartment building between 5 and 17 storeys including townhouse-style dwellings and apartments. Communal open space provided to the podium and car and bicycle parking at ground floor and basement levels. Townhouses are to extend along the western side of the Outer Circle Mews adjacent to the subject site. Construction has commenced. An image of the approved development is provided below.

Attachment 1 - Surrounding Land



Figure 4 – North- Western perspective of PLN17/0978 at No. 626 Heidelberg Road

South

10. To the south of the site is the Artisan Precinct, which is divided into two sites, Artisan East and Artisan West. Artisan East, is currently under development in accordance with Planning Permit PLN18/0173. This approval permits a series of 4-storey buildings accommodating food and drink tenancies at ground floor and apartments above. A public park (Artisan Park) is proposed within the north-western section of the site, immediately to the south of the subject site. The western portion of the site is to be common property, comprising the 'Hub' building at the northern end, a lawn area within the middle portion of the site and a car court within the southern half of the site, which is to provide vehicle access into both Artisan East and Artisan West.



Figure 5: Artisan East Northern elevation render

11. Artisan West is the subject of Planning Application PLN19/0841, which seeks approval for construction of a residential apartment development comprising four buildings ranging in height from 6 to 12 storeys containing 273 apartments and a reduction in the statutory car parking requirements.

Attachment 1 - Surrounding Land



Figure 6: North-west corner view from Chandler Hwy (Building A and B)

12. This application is subject to a VCAT hearing lodged for Council's Failure to Determine planning application PLN19/0841 within the Statutory 60 day timeframe. The hearing was scheduled to commence on 31 May 2021 with the applicant currently seeking to have the hearing adjourned to later this year.

13. This application for review has been lodged concurrently with Planning application PLN19/0606 relating to 60 Chandler Highway, which is located further to the south of Artisan West, extending along Chandler Highway. This application seeks approval for construction of a residential apartment building ranging in height from 5 to 8 storeys comprising 206 apartments and a reduction in the statutory car parking requirements.



Figure 7 – Northern perspective of the proposal for the Outer Circle Precinct (PLN19/0606)

North

14. Since the original application, there have not been any notable changes to land to the north. The description as contained within the original report is still applicable and provided below:

    (a) *Heidelberg Road is immediately north of the subject site and forms the boundary between Yarra and Darebin City Councils. On the northern side of Heidelberg Road is a self-storage facility within a single level building.*

Attachment 2 - Decision Plans

THE VILLAGE ALPHINGTON
DRAWING REGISTER

Document Register	
No.	**Name**
TP-000	Cover Sheet & Drawing Register
TP-010	Existing Site Plan
TP-100	Proposed Site Plan
TP-200	B1 - Basement Car Park Plan
TP-201	Lower Ground Plan
TP-201A	Lower Ground Plan / Access Lane Interface
TP-202	Ground Floor Level
TP-203	Level 1
TP-204	Level 2
TP-205	Level 3 Podium
TP-206	Level 4
TP-207	Level 5
TP-208	Level 6
TP-209	Level 7
TP-210	Level 8
TP-211	Level 9
TP-212	Level 10
TP-213	Level 11
TP-214	Level 12
TP-215	Level 13
TP-216	Level 14 Roof Plan
TP-500	Elevations - North and East Street Frontages
TP-501	Elevations - South and West Street Frontages
TP-502	Miscellaneous Elevations
TP-503	Miscellaneous Elevations
TP-504	Miscellaneous Elevations
TP-505	Miscellaneous Elevations
TP-506	Miscellaneous Elevations
TP-600	Overall Sections - Sheet 1 (North - South)
TP-601	Overall Sections - Sheet 2 (North - South)
TP-602	Overall Secitons - Sheet 3 (East - West)
TP-650	Facade Details - The Mill
TP-651	Facade Details - The East Building
TP-652	Facade Details - The Civic Building
TP-653	Facade Details - South Entry
TP-654	Facade Details - South Nelmoore Lane
TP-655	Facade Details - The Mews
TP-656	Facade Details - South Tower / East
TP-657	Facade Details - Serviced Apartment
TP-658	Facade Details - South Tower West
TP-659	Facade Details - North Tower
TP-800	Shadow Diagrams 01 - Equinox
TP-800A	Shadow Diagrams 02 - Equinox
TP-801	Schedules - Materials & Finishes_Sheet 1
TP-802	Schedules - Materials & Finishes_Sheet 2
TP-803	Schedules - Material & Finishes_Sheet 3
TP-804	Apartment Types - BADS Compliance
TP-805	Apartment Types - BADS Compliance
TP-806	Apartment Types - BADS Compliance
TP-807	Apartment Types - BADS Compliance

Rev	Date	Description
01	25/05/17	PLANNING PERMIT LODGEMENT
02	22/11/17	RESPONSE TO COUNCIL RFI
03	23/02/18	RESPONSE TO COUNCIL RFI
04	26/11/18	S72 LODGEMENT
05	30/01/19	RESPONSE TO COUNCIL RFI
06	08/07/20	S72 LODGEMENT
07	18/09/20	RESPONSE TO COUNCIL RFI

Do not scale drawings. Use figured dimensions only. All dimensions must be verified on site before commencing work. This document must be read in conjunction with all technical specifications and all relevant documents from other disciplines and consultants. Any conflict between these and other documents must be brought to the attention of the Architect before proceeding with the work or refer to any. © Copyright NH Architecture Pty Ltd 2019. Written authority (including under the terms of engagement of NH Architecture for the Project) is required for any: 1. reproduction of this document by any means; 2. use prior to payment in full of all NH Architecture fees for the Project; or 3. use other than for the Project and for the express purpose of by or on behalf of the entity for which it has been prepared. Unauthorised use of this document in any form whatsoever is prohibited. NH Architecture reserves its rights to the fullest extent permitted by law. We owe no responsibility NH Architecture against all loss, liability and damage so arising.

Notes: 1. All external levels are subject to further design by Reeds Civil and the relevant Authority.
2. All RL's shown on Plans & Elevations are structural levels.
3. All ground floor publically accessible facade materials to be coated with anti-graffiti coating.



THE VILLAGE ALPHINGTON - ARTIST IMPRESSION ONLY

Area Description		
	Zone Category	Area Sqm
COMMERCIAL		
	CHILDCARE CENTRE	739.68
	COMMERCIAL	669.03
	GYMNASIUM	2,545.00
	MEDICAL	428.51
	OFFICE	6,796.32
COMMUNITY		
	COMMUNITY	2,240.97
RETAIL		
	FOOD & DRINK	383.24
	SPECIALTY	3,860.14
	SUPERMARKET	5,797.33
		23,460.22 m²

Apartment Mix - North	Apartment Mix South/West	Apartment Mix South/East	Apartment Mix East	Apartment Mix Total	
Zone Name	Zone Name	Zone Name	Zone Name	Apt	Qty
1B	1B	1B	1B	1B	70
22	6	15	27		70
2B	2B	2B	2B	2B	345
114	89	54	88		345
136	3B	3B	3B	3B	16
	12	1	3		16
	107	70	118		431

Serviced Apartment
Zone Name
AB
23
AB1
4
BC
1
C
2
C1
2
32

CARPARK TOTAL SUMMARY	
Story	Qty
Basement 1	162
Lower Ground	402
Level L01	210
Level L02	247
	1021

* NOTE:
PROVISION OF 40 ELECTRICAL VEHICLE CHARGING POINTS AS SHOWN ON PLANS (EV)

BIKES - RESIDENTIAL	
Story	Qty
Basement 1	188
Lower Ground	243
	431

BIKES - SERVICED APTS	
Home Story	Quantity
Lower Ground	3
	3

BIKES - STAFF	
Home Story	Quantity
Basement 1	101
	101

BIKES - PUBLIC/VISITOR	
Home Story	Quantity
Lower Ground	144
Ground	72
	216

BIKES - TOTAL	
Home Story	Quantity
Basement 1	289
Lower Ground	390
Ground	72
	751

Key Plan

THE VILLAGE ALPHINGTON

Client
ALPHA PARTNERS

Consultants
NHArchitecture
Level 7 Connans House
12-20 Flinders Lane
Melbourne, Australia 3000
Telephone +613 9654 4966
Facsimile +613 9654 4983
www.nharchitecture.net

In Association with:
BIRD de la COEUR architects

TOWN PLANNING

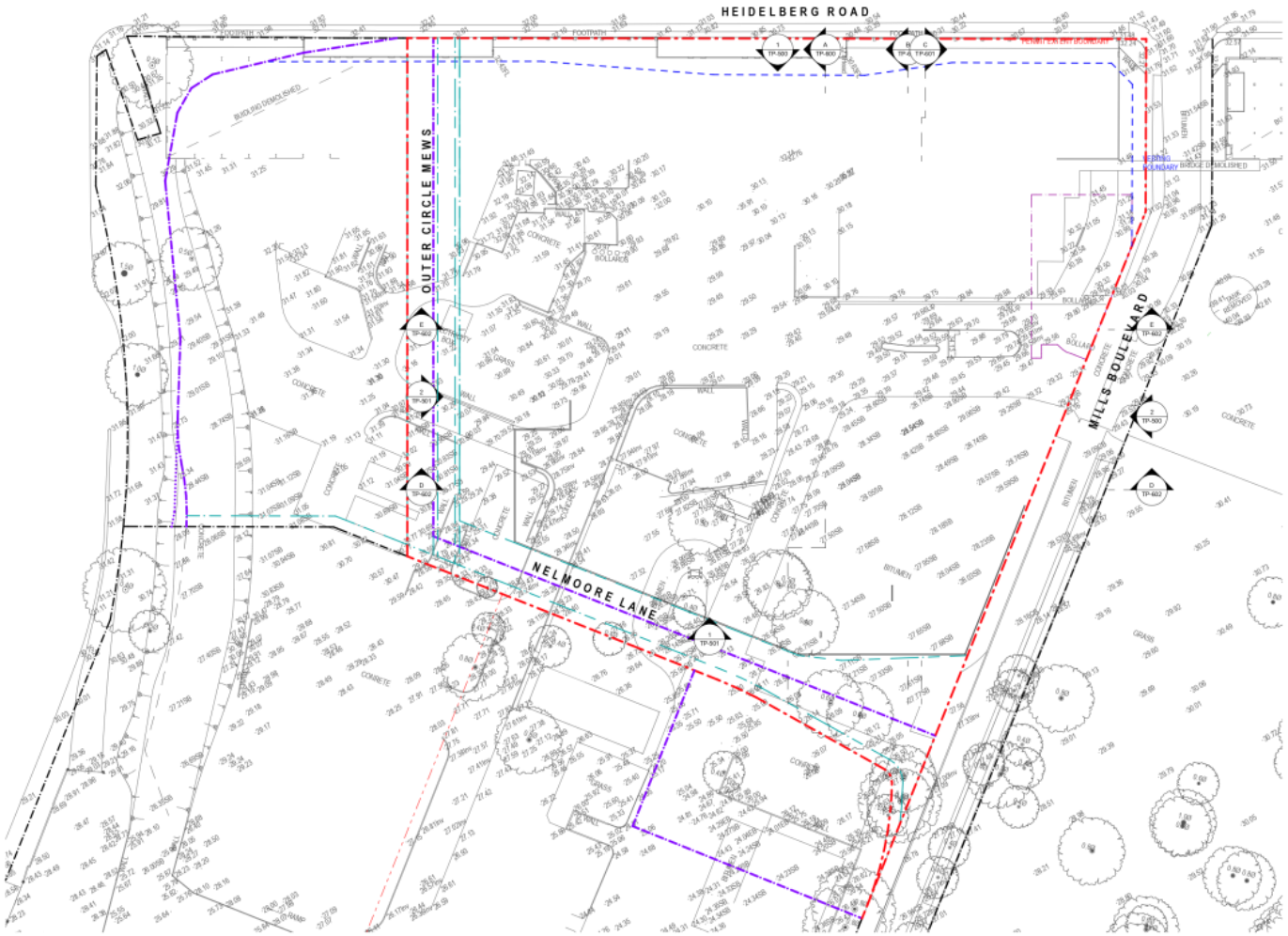
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THE VILLAGE ALPHINGTON

Drawing Name
Project Information
Cover Sheet & Drawing Register

Checked By	Drawn By	Scale @ A1
MK	TW	

Project Number	Drawing Number	Revision
01234	TP-000	07

Attachment 2 - Decision Plans



Extraction of Plan of Features and Levels Ref 22185 Version C from Reeds dated 12/08/2013

1 **Existing Site Plan**
1:500

Rev	Date	Description
01	25/08/17	PLANNING PERMIT LODGEMENT
02	23/11/17	RESPONSE TO COUNCIL RFI
03	23/02/18	RESPONSE TO COUNCIL RFI
04	26/11/18	S72 LODGEMENT
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TOWN PLANNING

Project Name
THE VILLAGE ALPHINGTON

Drawing Name
Existing Site
Existing Site Plan

Checked By	Drawn By	Scale @ A1
MK	TW	1:500

Project Number	Drawing Number	Revision
01234	TP-010	07

Attachment 2 - Decision Plans



1 Proposed Site & Roof Plan
1:500

Rev	Date	Description
01	25/08/17	PLANNING PERMIT LODGEMENT
02	23/11/17	RESPONSE TO COUNCIL RFI
03	23/02/18	RESPONSE TO COUNCIL RFI
04	26/11/18	S72 LODGEMENT
05	30/01/19	RESPONSE TO COUNCIL RFI
06	08/07/20	S72 LODGEMENT
07	18/09/20	RESPONSE TO COUNCIL RFI

Notes: 1. All external levels are subject to further design by Reeds Civil and the relevant Authority.
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LEGEND
- PERMIT EXTENT BOUNDARY
- EXISTING TITLE BOUNDARY
- NEW LOT BY REEDS
- NEW EASEMENT BY REEDS
- NEW VESTING BOUNDARY BY REEDS

Key Plan

THE VILLAGE ALPHINGTON

Client: ALPHA PARTNERS

Consultants: NHArchitecture
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Telephone +613 9654 4966, Facsimile +613 9654 4960, www.nharchitecture.net
In Association with: BIRD de la COEUR architects

TOWN PLANNING

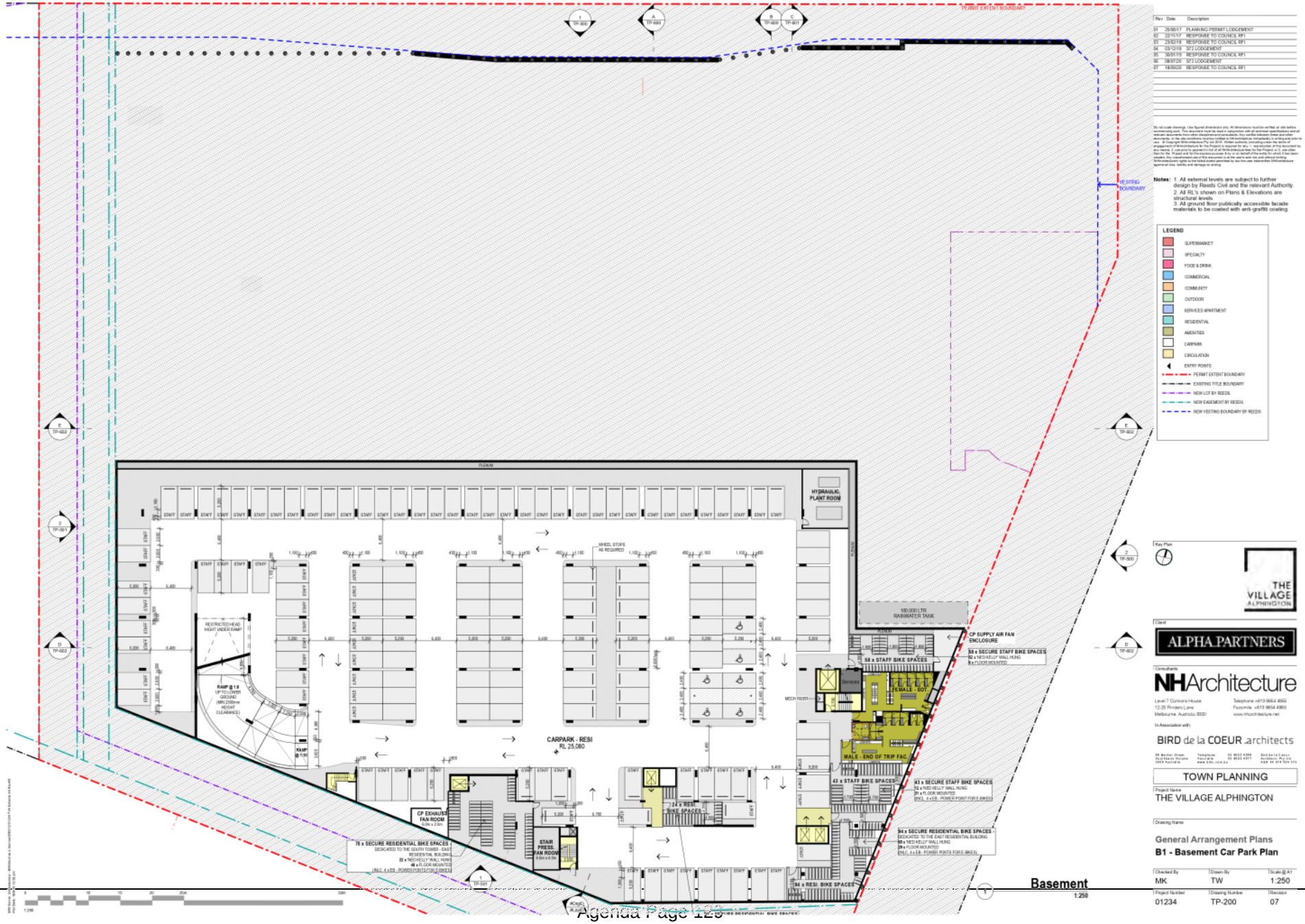
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Drawing Name: Proposed Site
Proposed Site Plan

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Project Number	Drawing Number	Revision
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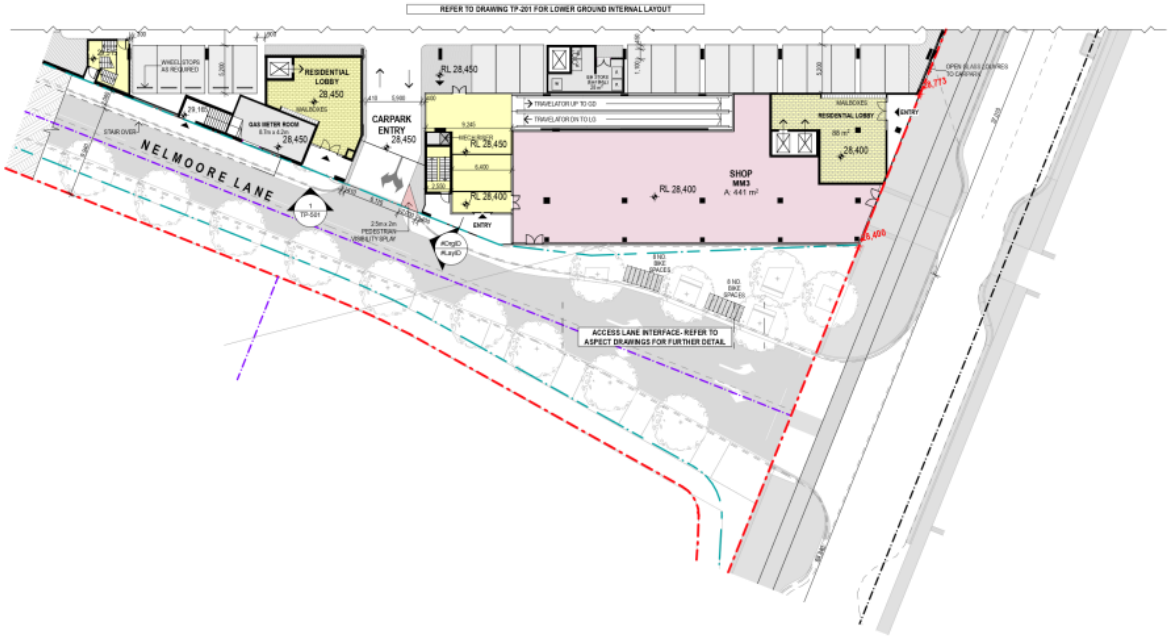
Attachment 2 - Decision Plans



Attachment 2 - Decision Plans



Attachment 2 - Decision Plans



1 Lower Ground Plan / Access Lane Interface 1:250

Rev Date Description

BC 08/07/20 SF2 LODGEMENT
DT 18/09/20 RESPONSE TO COUNCIL RFI

Notes: 1. All external levels are subject to further design by Reeds Civil and the relevant Authority.
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LEGEND
SUPERMARKET
SPECIALTY
FOOD & DRINK
COMMERCIAL
COMMUNITY
OUTDOOR
SERVICED APARTMENT
RESIDENTIAL
AMENITIES
CARPARK
CIRCULATION
ENTRY POINTS
PERMIT EXTENT BOUNDARY
EXISTING TITLE BOUNDARY
NEW LOT BY REEDS
NEW EASEMENT BY REEDS
NEW VESTING BOUNDARY BY REEDS

Key Plan

THE VILLAGE ALPHINGTON

Client
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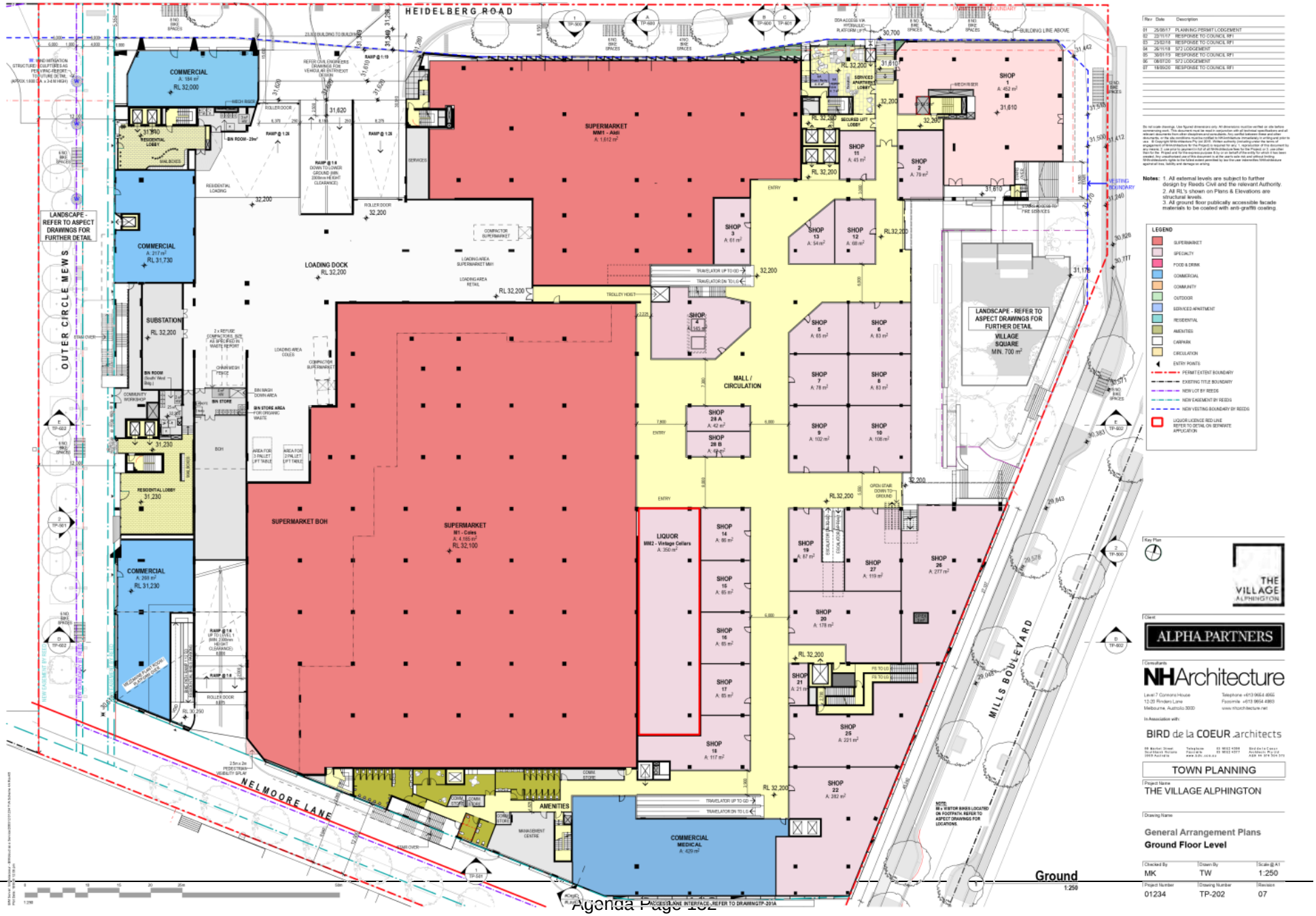
Project Name
THE VILLAGE ALPHINGTON

Drawing Name
General Arrangement Plans
Lower Ground Plan / Access Lane Interface

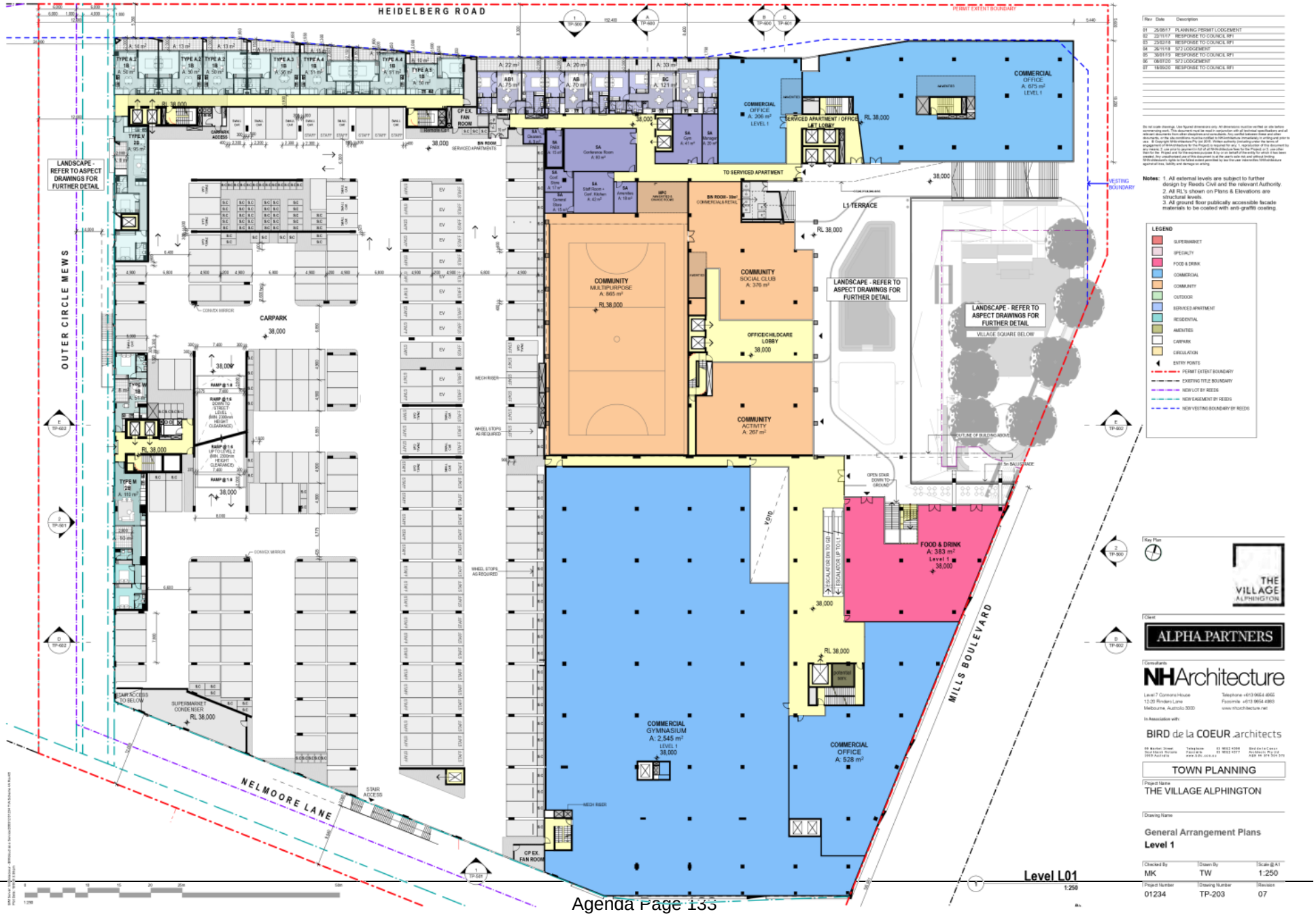
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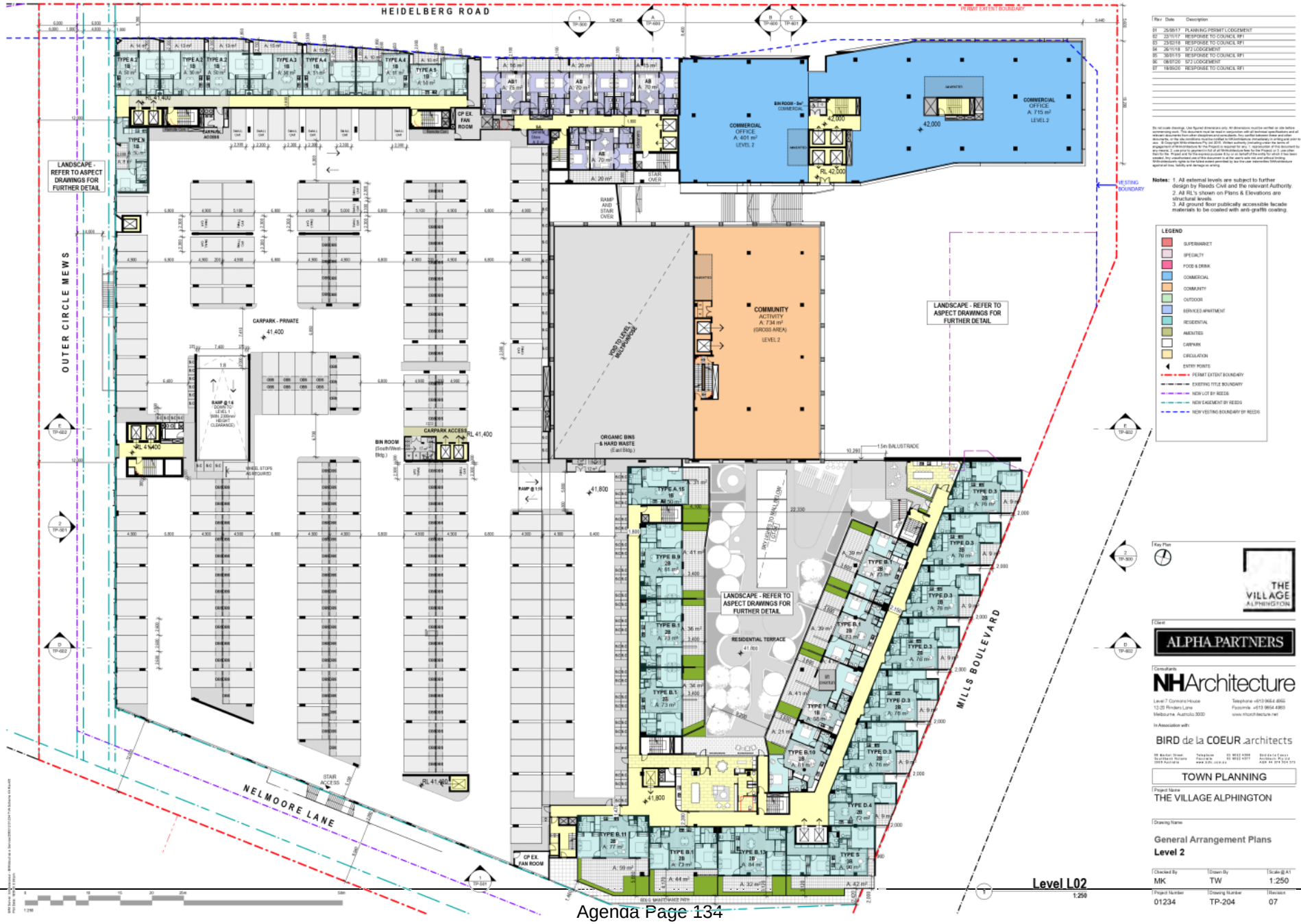
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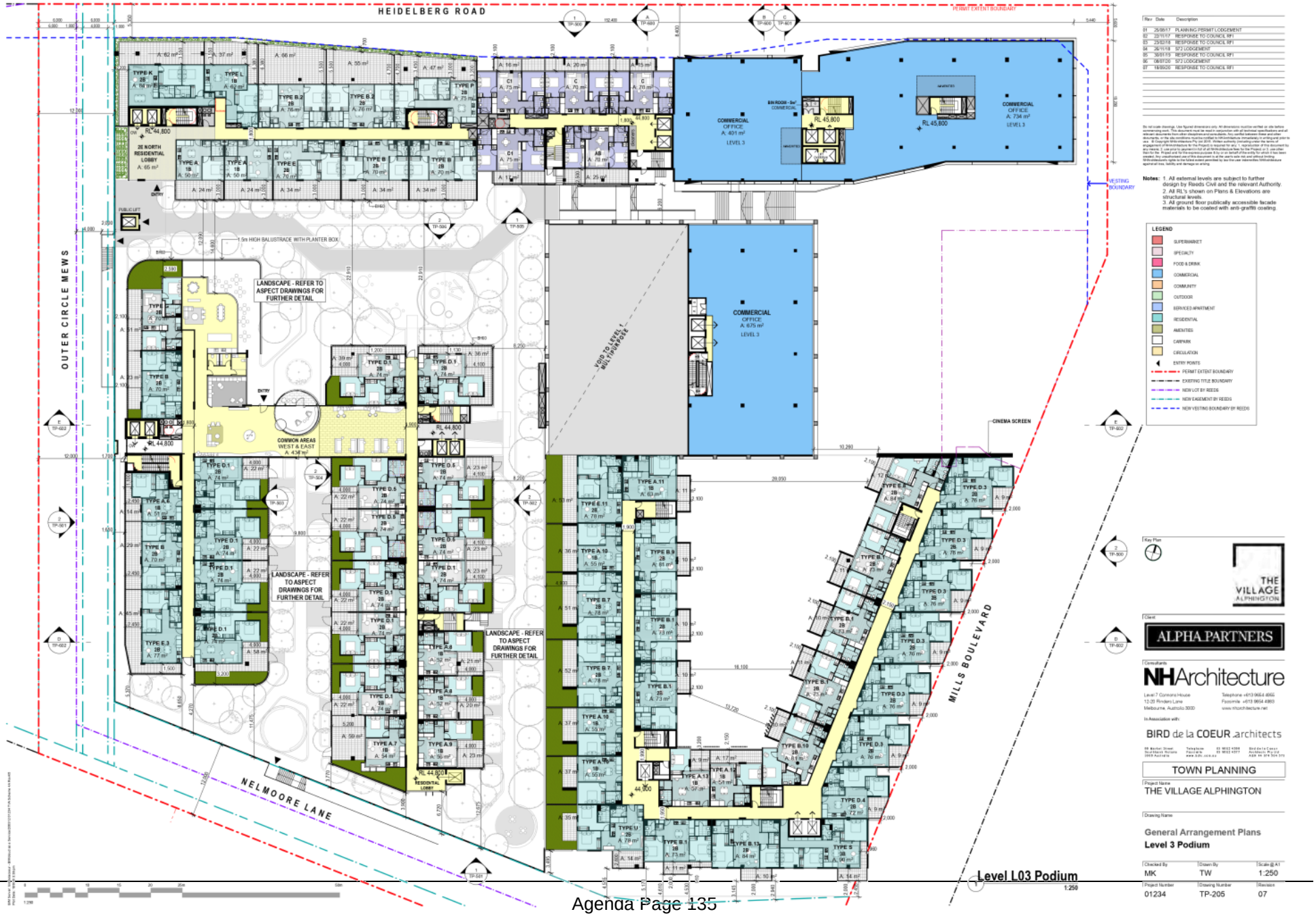
Attachment 2 - Decision Plans



Attachment 2 - Decision Plans



Attachment 2 - Decision Plans



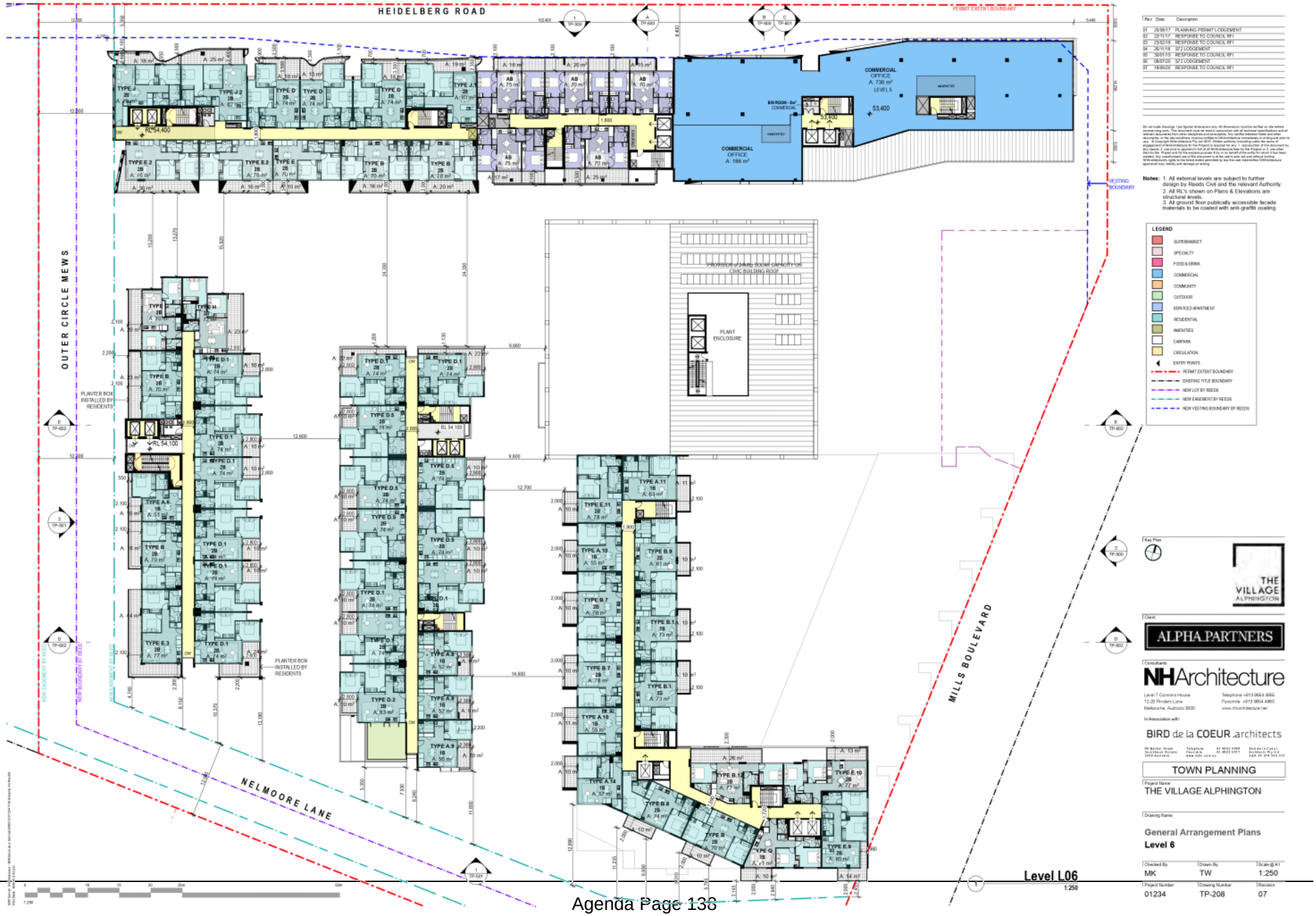
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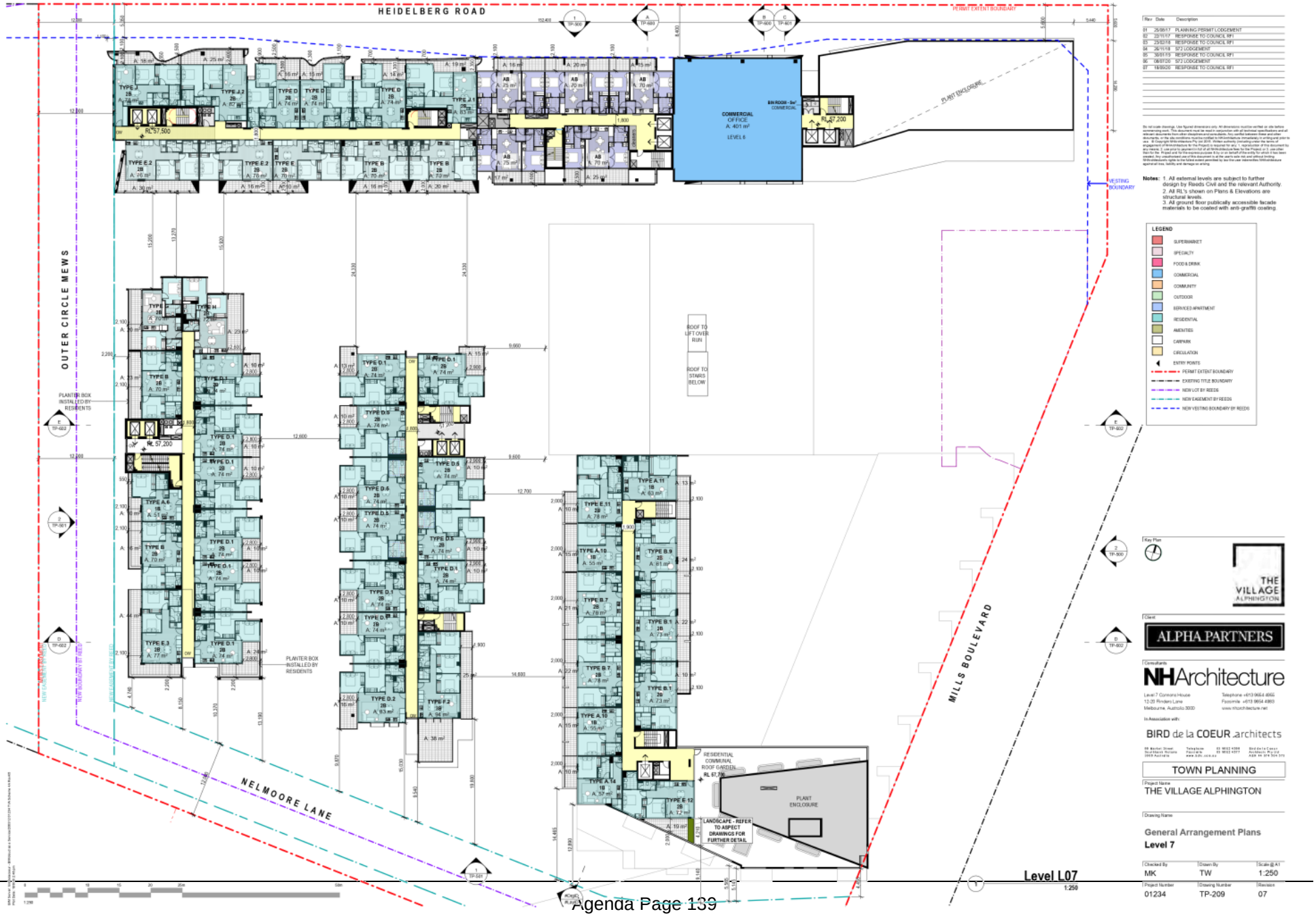
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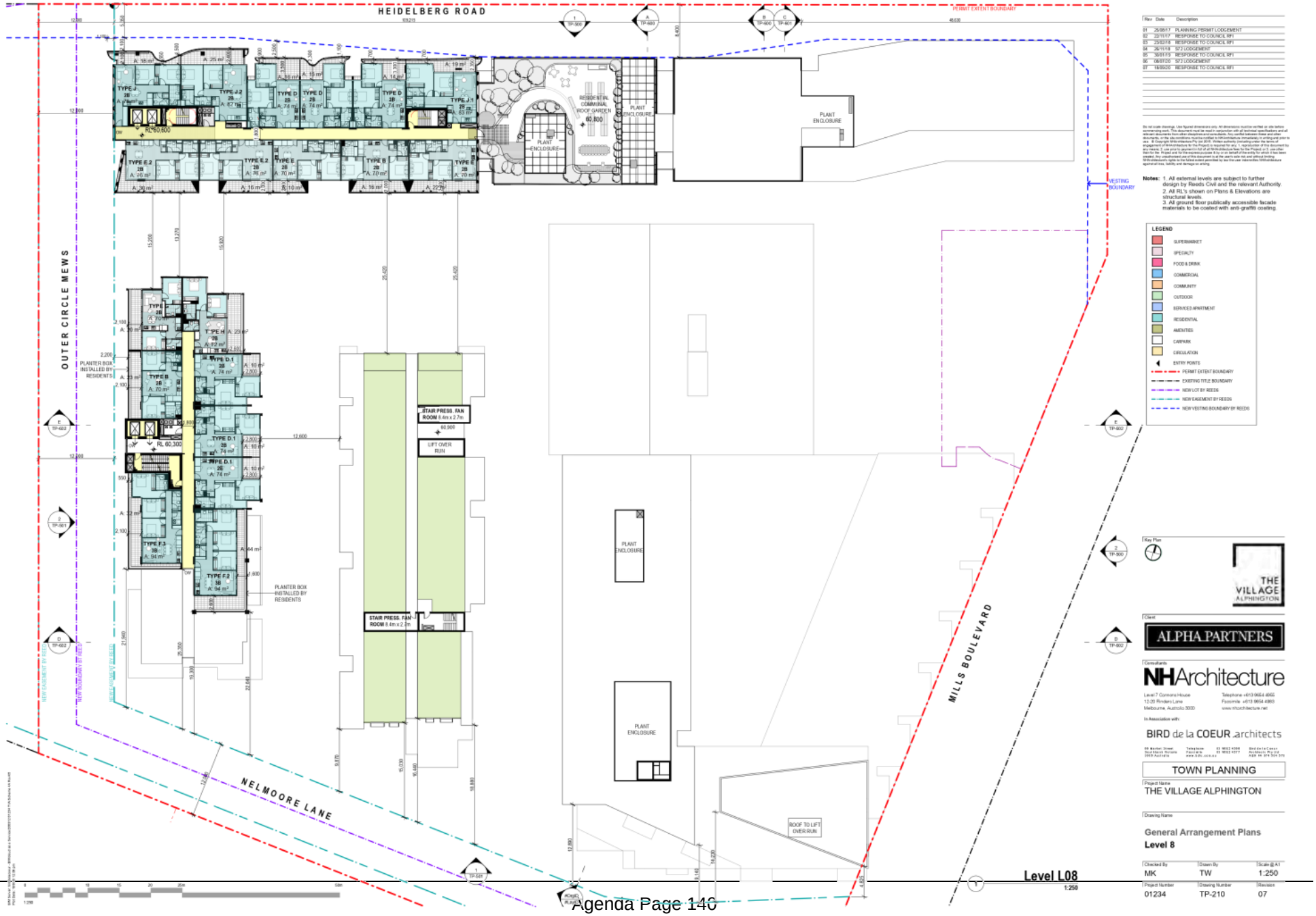
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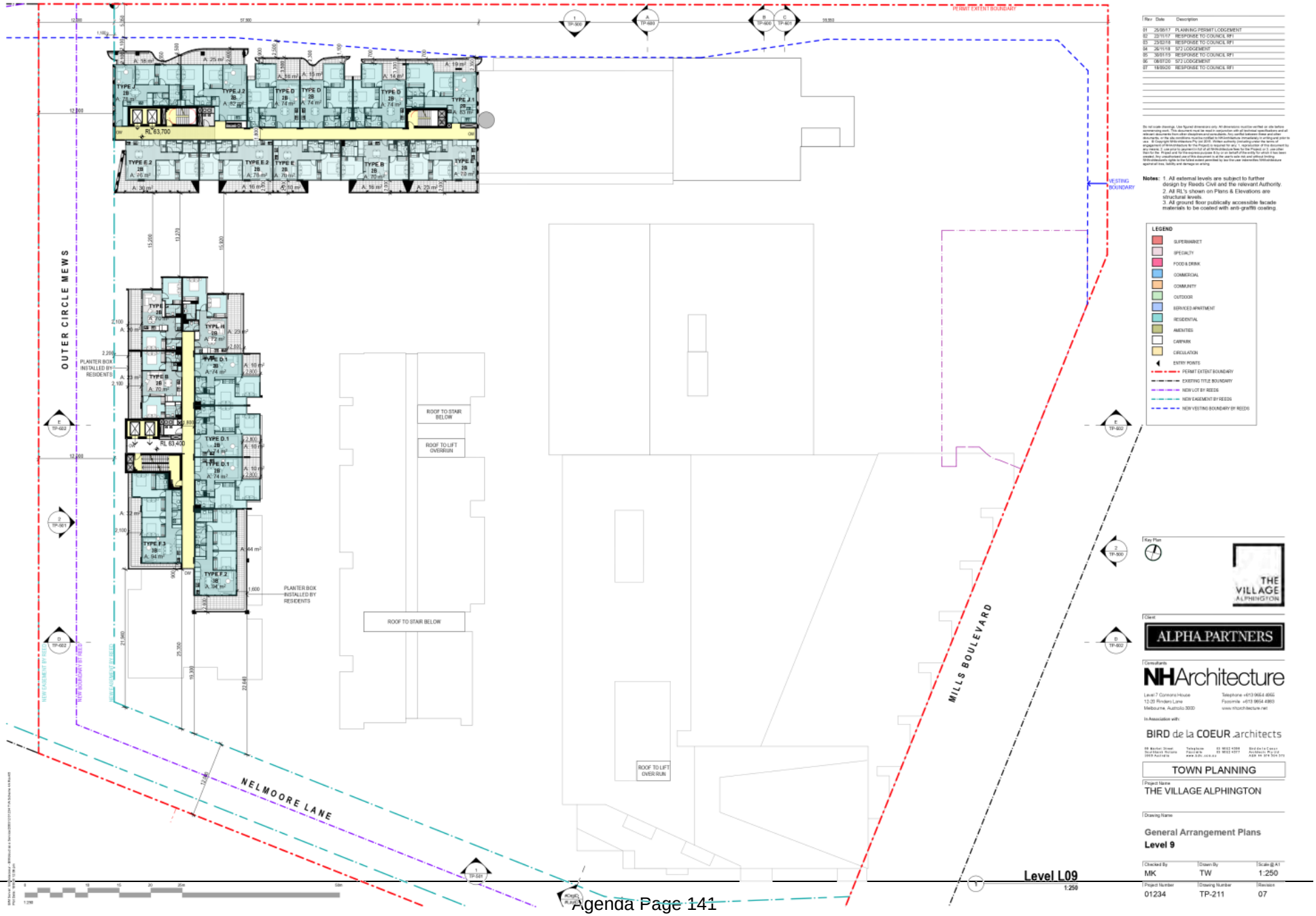
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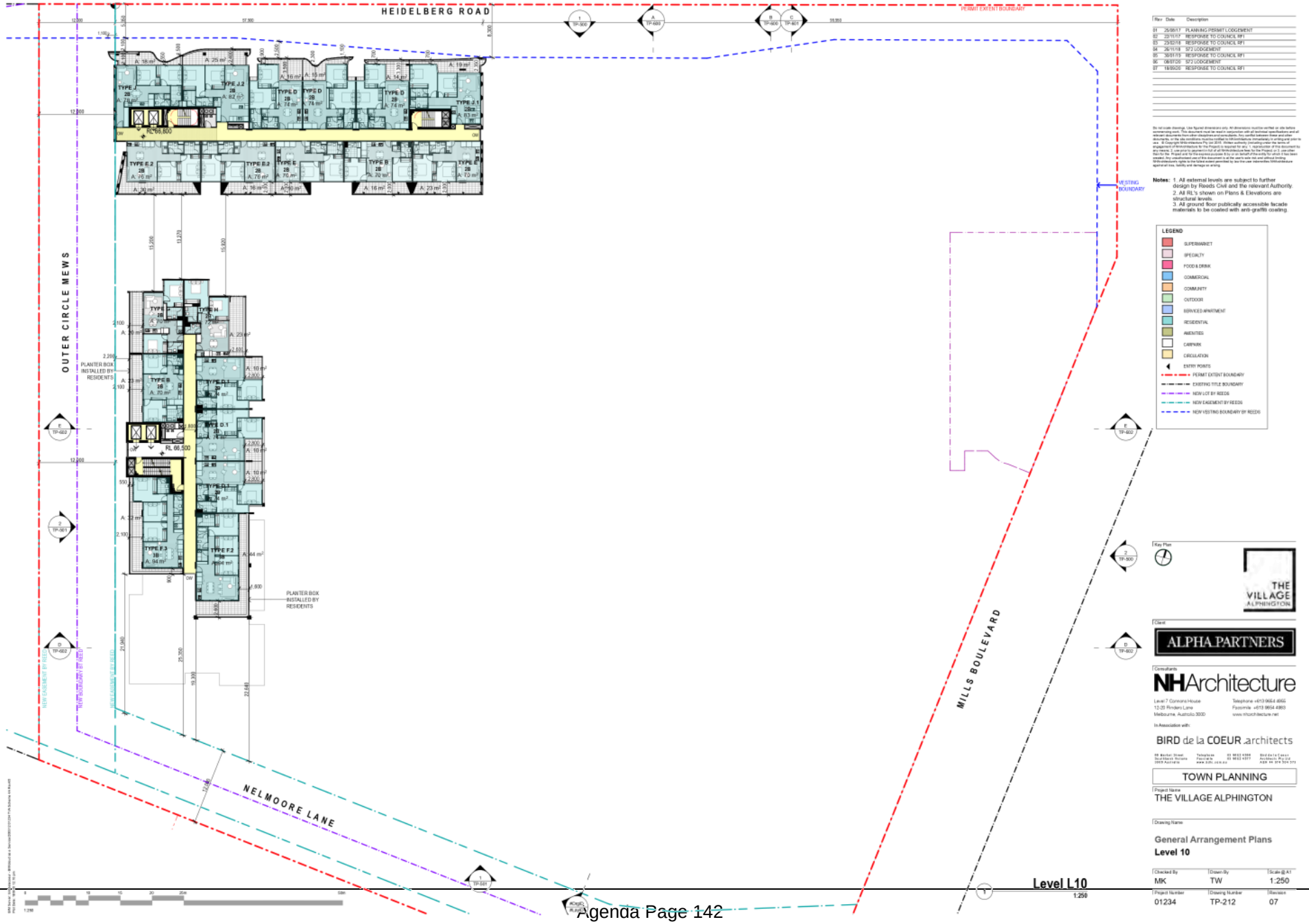
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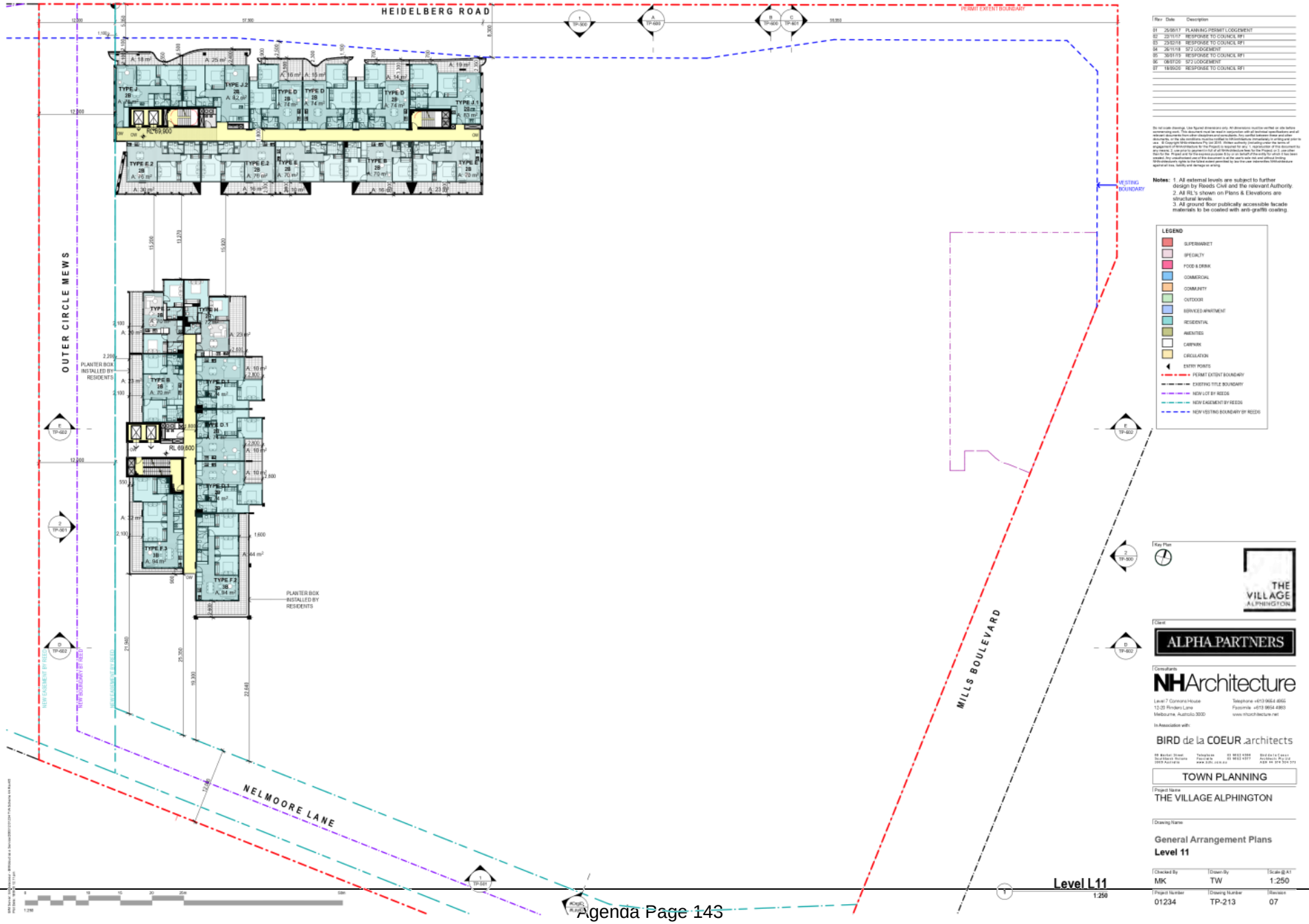
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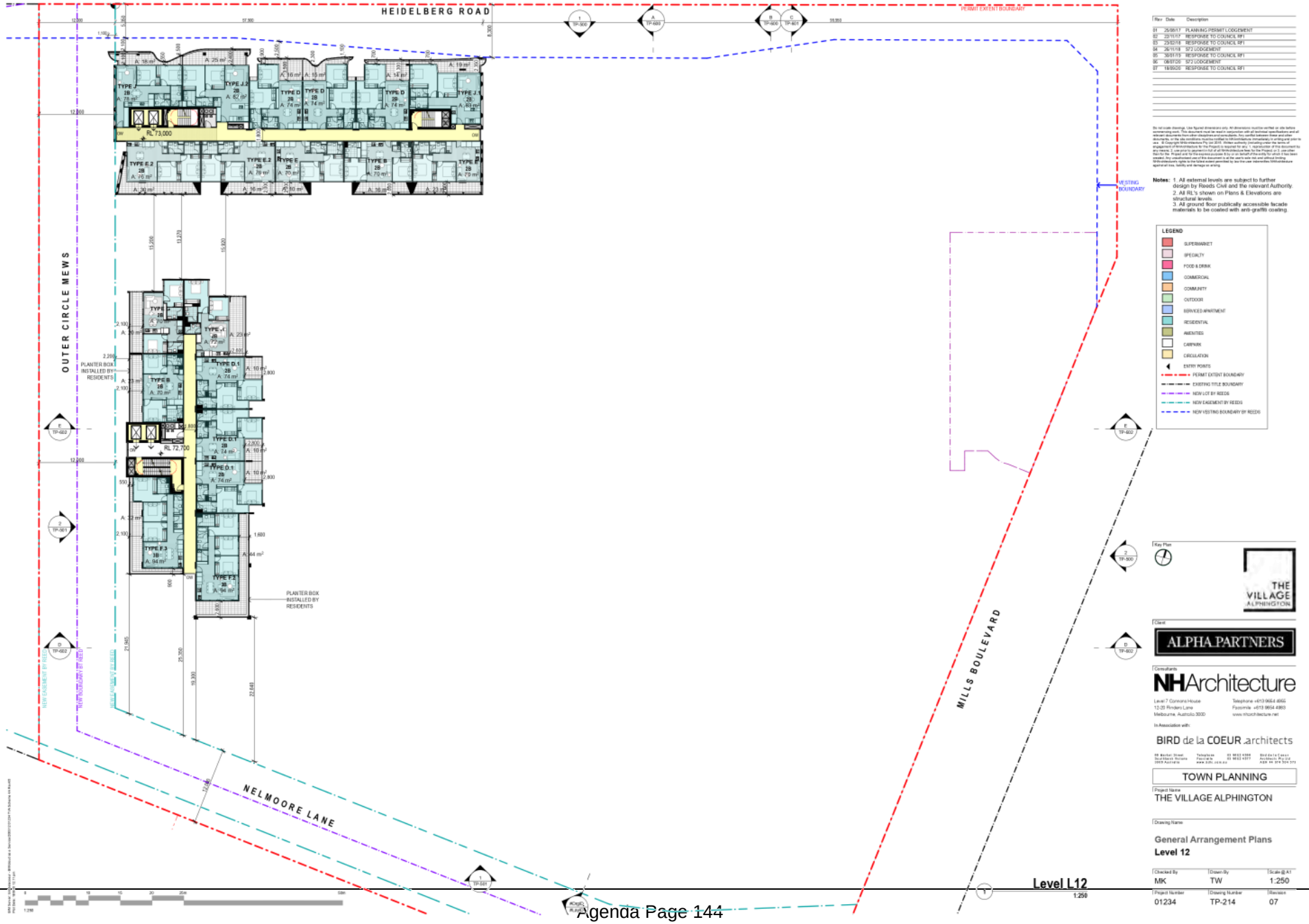
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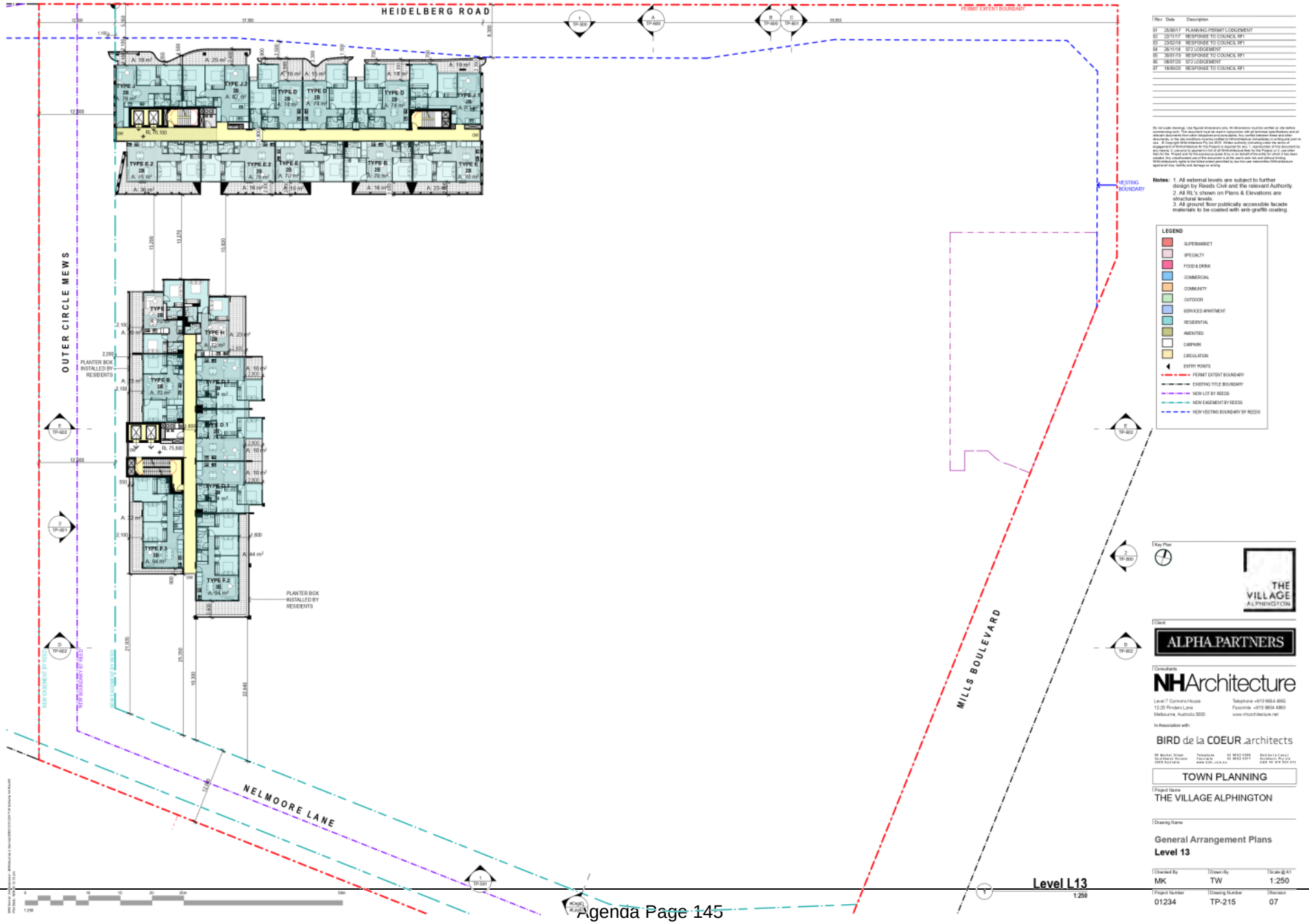
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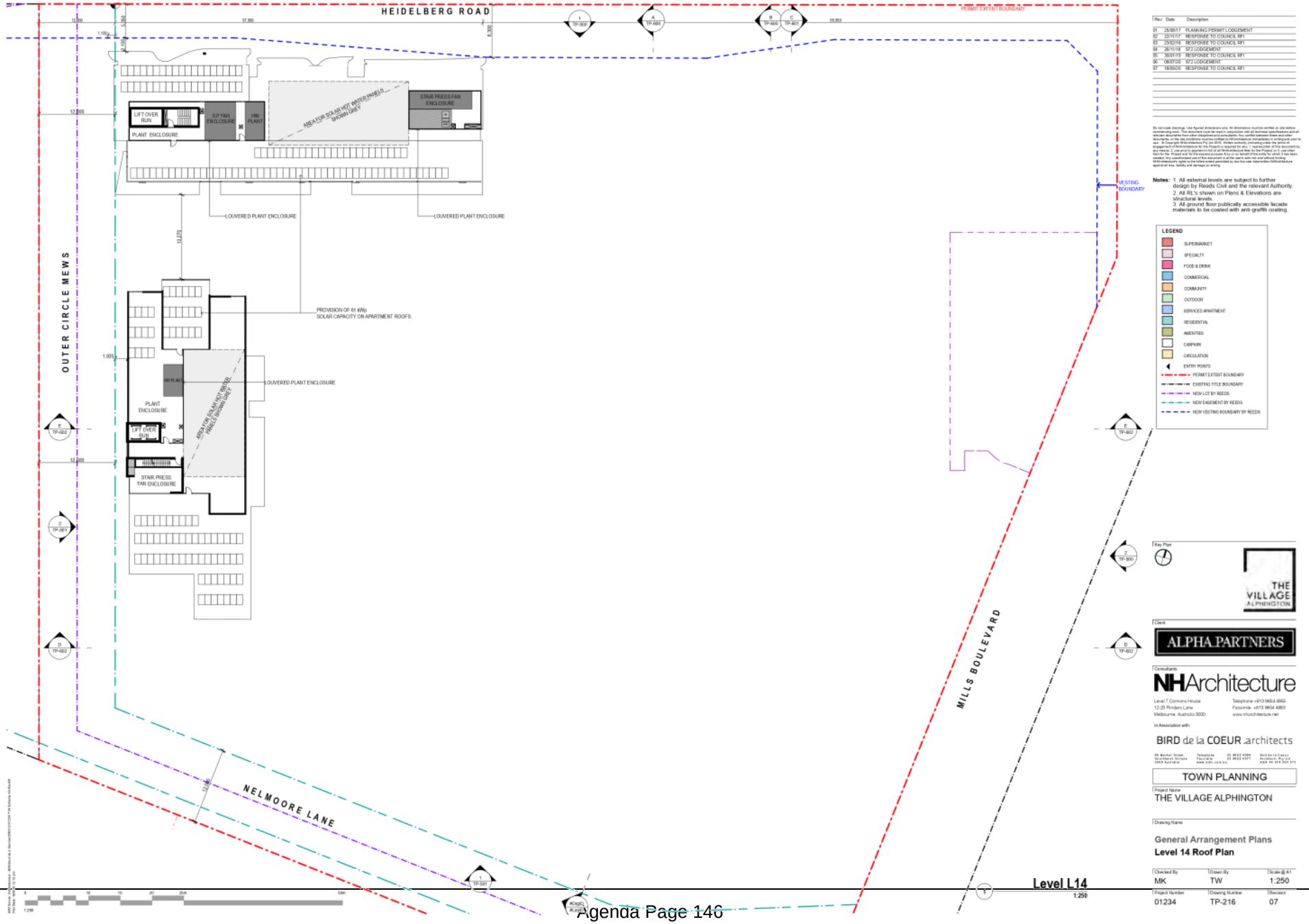
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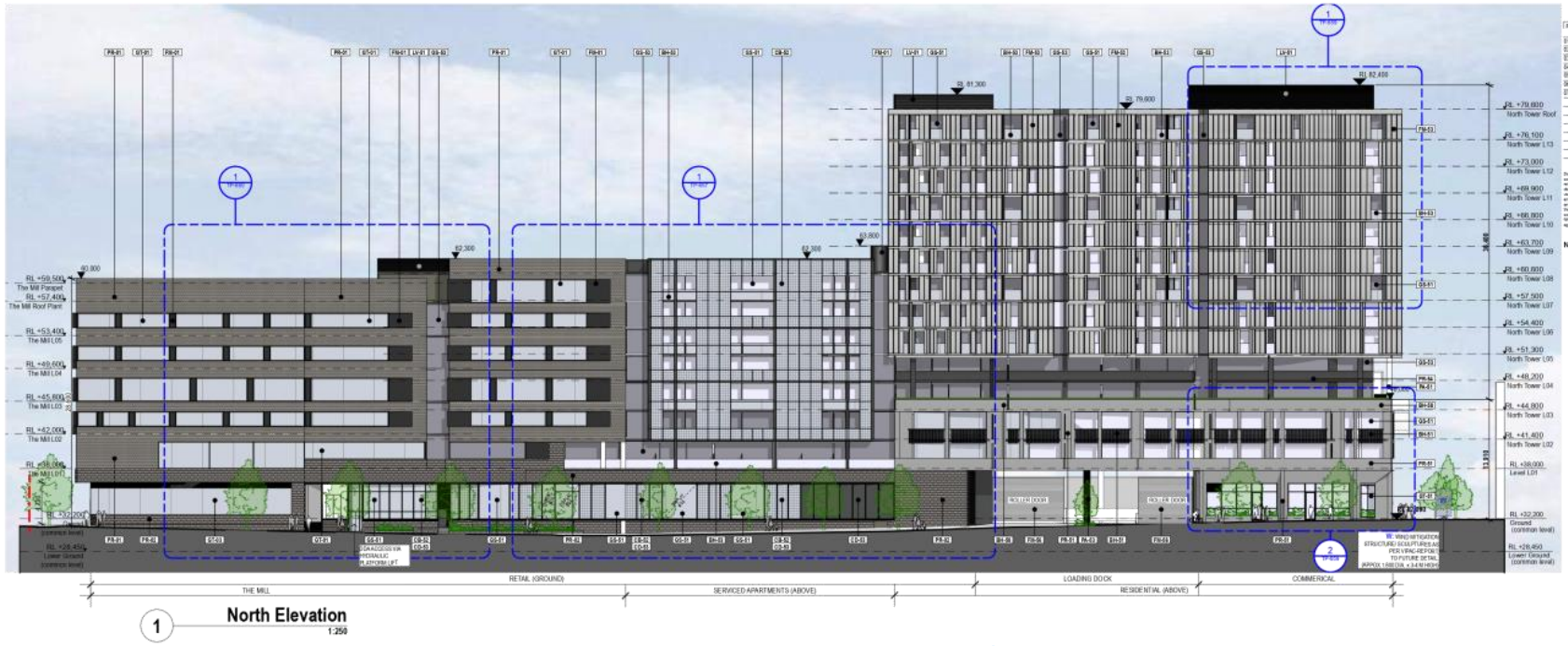
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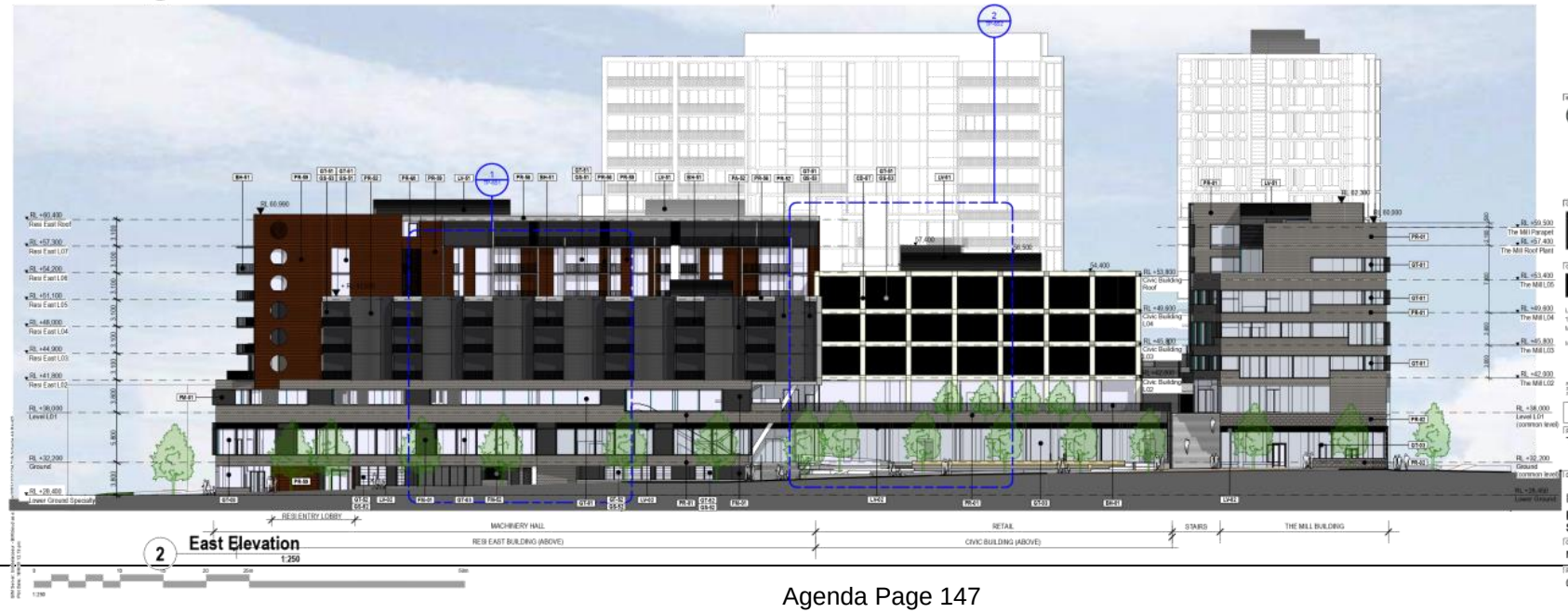


Attachment 2 - Decision Plans



Attachment 2 - Decision Plans





Rev Date Description
01 25/05/17 PLANNING PERMIT LODGEMENT
02 22/11/17 RESPONSE TO COUNCIL RFI
03 23/02/18 RESPONSE TO COUNCIL RFI
04 26/11/18 S72 LODGEMENT
05 30/01/19 RESPONSE TO COUNCIL RFI
06 08/07/20 S72 LODGEMENT
07 18/09/20 RESPONSE TO COUNCIL RFI

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TOWN PLANNING

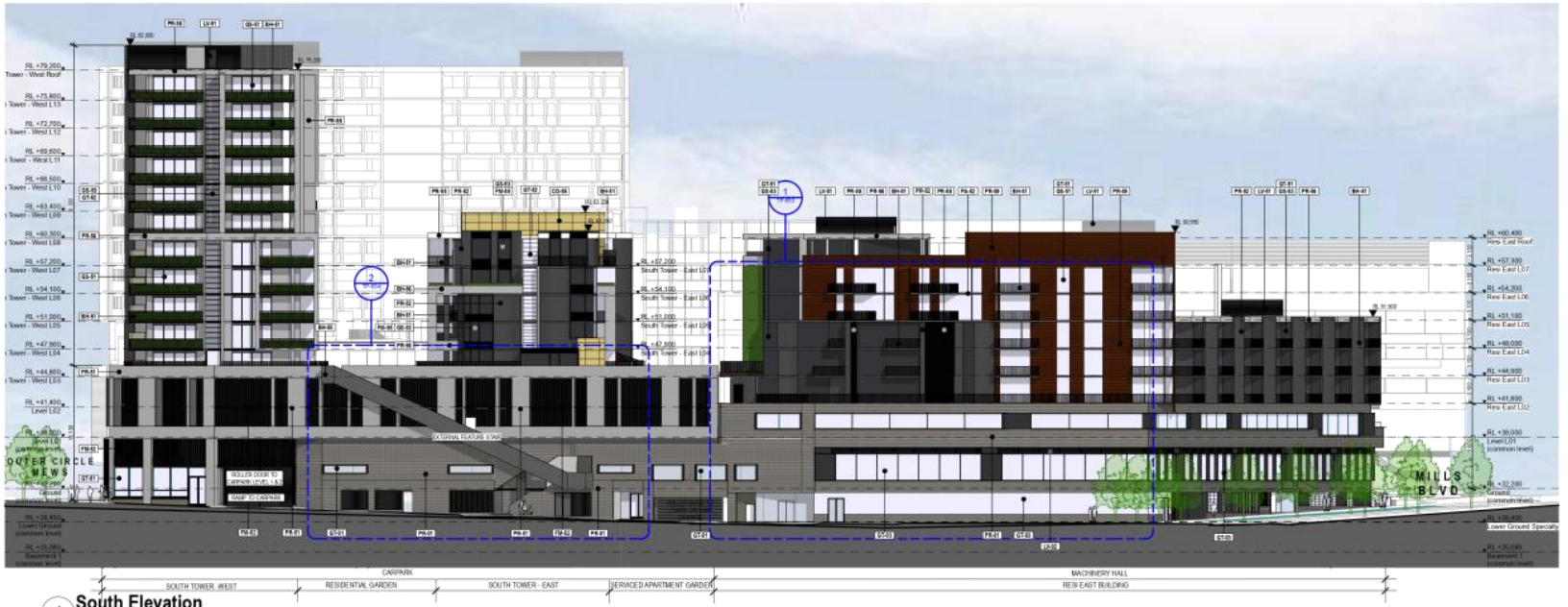
Project Name
THE VILLAGE ALPHINGTON

Drawing Name
Elevations
Elevations - North and East Street Frontages

Checked By	Drawn By	Scale @ A1
MK	TW	1:250

Project Number	Drawing Number	Revision
01234	TP-500	07

Attachment 2 - Decision Plans





Rev	Date	Description
01	25/05/17	PLANNING PERMIT LODGEMENT
02	22/10/17	RESPONSE TO COUNCIL RFI
03	23/02/18	RESPONSE TO COUNCIL RFI
04	26/11/18	S72 LODGEMENT
05	30/01/19	RESPONSE TO COUNCIL RFI
06	08/07/20	S72 LODGEMENT
07	18/09/20	RESPONSE TO COUNCIL RFI

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Key Plan

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TOWN PLANNING

Project Name
THE VILLAGE ALPHINGTON

Drawing Name
Elevations
Elevations - South and West Street Frontages

Checked By	Drawn By	Scale @ A1
MK	TW	1:250

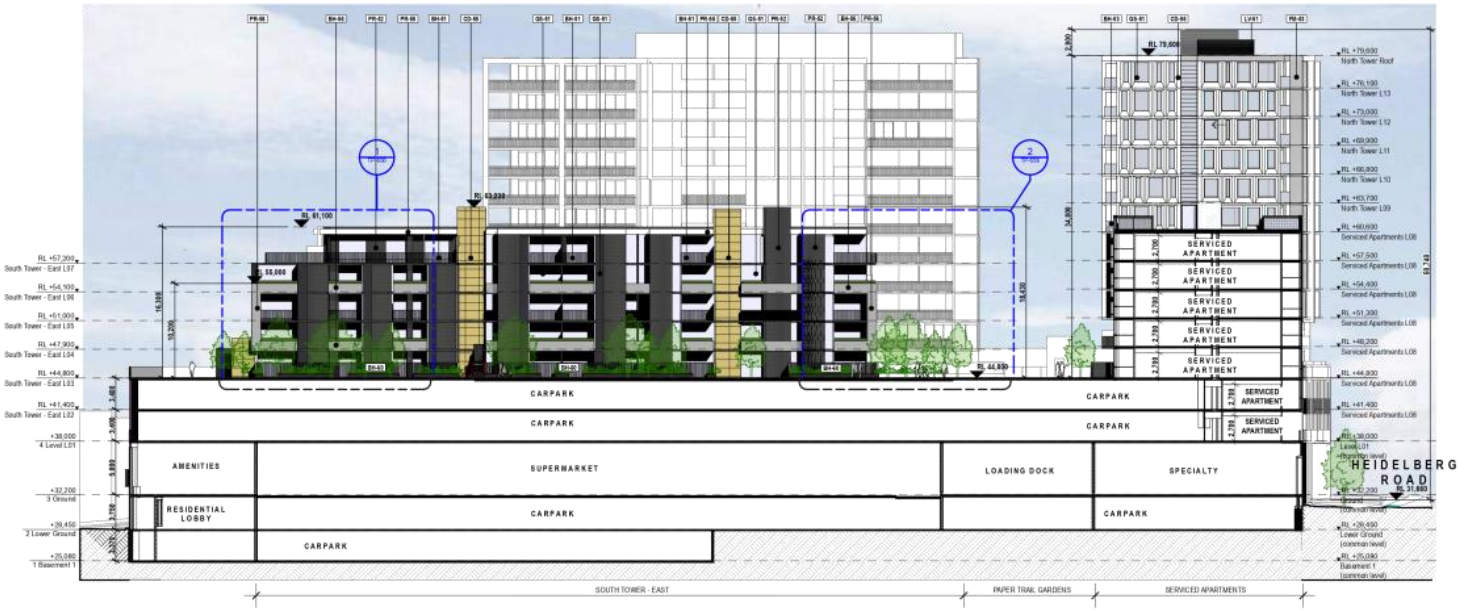
Project Number	Drawing Number	Revision
01234	TP-501	07

Attachment 2 - Decision Plans

Rev	Date	Description
01	25/05/17	PLANNING PERMIT LODGEMENT
02	22/11/17	RESPONSE TO COUNCIL RFI
03	23/02/18	RESPONSE TO COUNCIL RFI
04	26/11/18	S72 LODGEMENT
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06	08/07/20	S72 LODGEMENT
07	18/08/20	RESPONSE TO COUNCIL RFI

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Key Plan

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Bird de la Coeur Architects Pty Ltd
ABN 44 394 304 373

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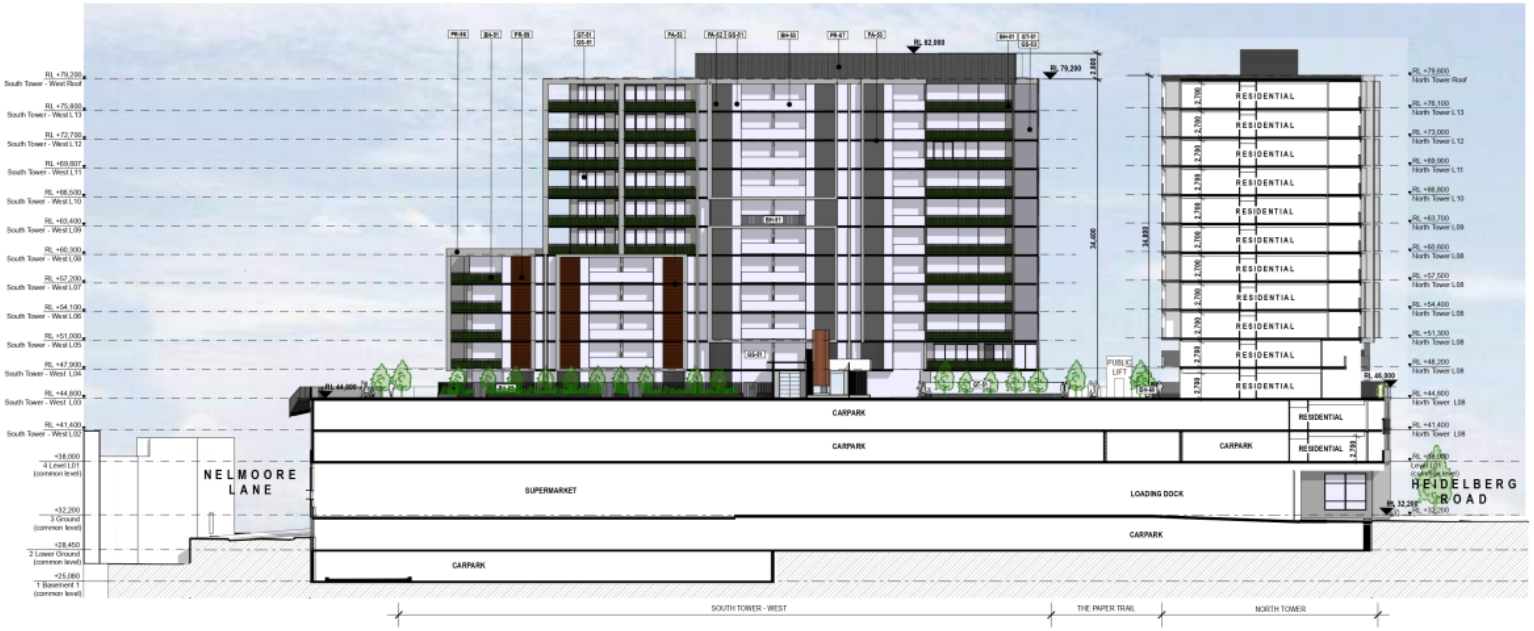
Project Name
THE VILLAGE ALPHINGTON

Drawing Name
Elevations
Miscellaneous Elevations

Checked By	Drawn By	Scale @ A1
MK	TW	1:250

Project Number	Drawing Number	Revision
01234	TP-502	07

Attachment 2 - Decision Plans



Rev	Date	Description
01	25/08/17	PLANNING PERMIT LODGEMENT
02	23/11/17	RESPONSE TO COUNCIL RFI
03	23/02/18	RESPONSE TO COUNCIL RFI
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THE VILLAGE ALPHINGTON

Client: ALPHA PARTNERS

Consultants: NHArchitecture

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Project Name: THE VILLAGE ALPHINGTON

Drawing Name: Elevations
Miscellaneous Elevations

Checked By	Drawn By	Scale @ A1
MK	TW	1:250

Project Number	Drawing Number	Revision
01234	TP-503	07

Attachment 2 - Decision Plans

Rev	Date	Description
01	25/05/17	PLANNING PERMIT LODGEMENT
02	22/11/17	RESPONSE TO COUNCIL RFI
03	23/02/18	RESPONSE TO COUNCIL RFI
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2 **West Elevation - South Tower / East**
1:250

Key Plan

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Project Name
THE VILLAGE ALPHINGTON

Drawing Name
Elevations
Miscellaneous Elevations

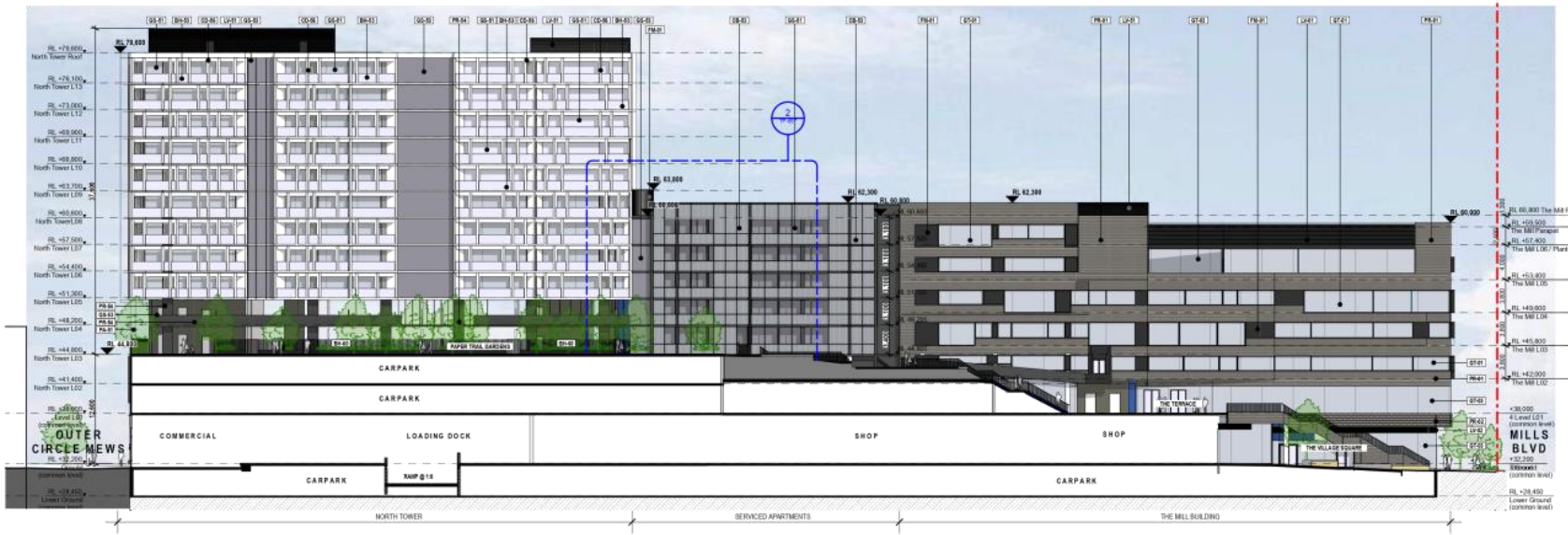
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Project Number	Drawing Number	Revision
01234	TP-504	07

Attachment 2 - Decision Plans

Rev	Date	Description
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02	22/11/17	RESPONSE TO COUNCIL RFI
03	23/02/18	RESPONSE TO COUNCIL RFI
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07	18/08/20	RESPONSE TO COUNCIL RFI

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Project Name: THE VILLAGE ALPHINGTON

Drawing Name:

Elevations

Miscellaneous Elevations

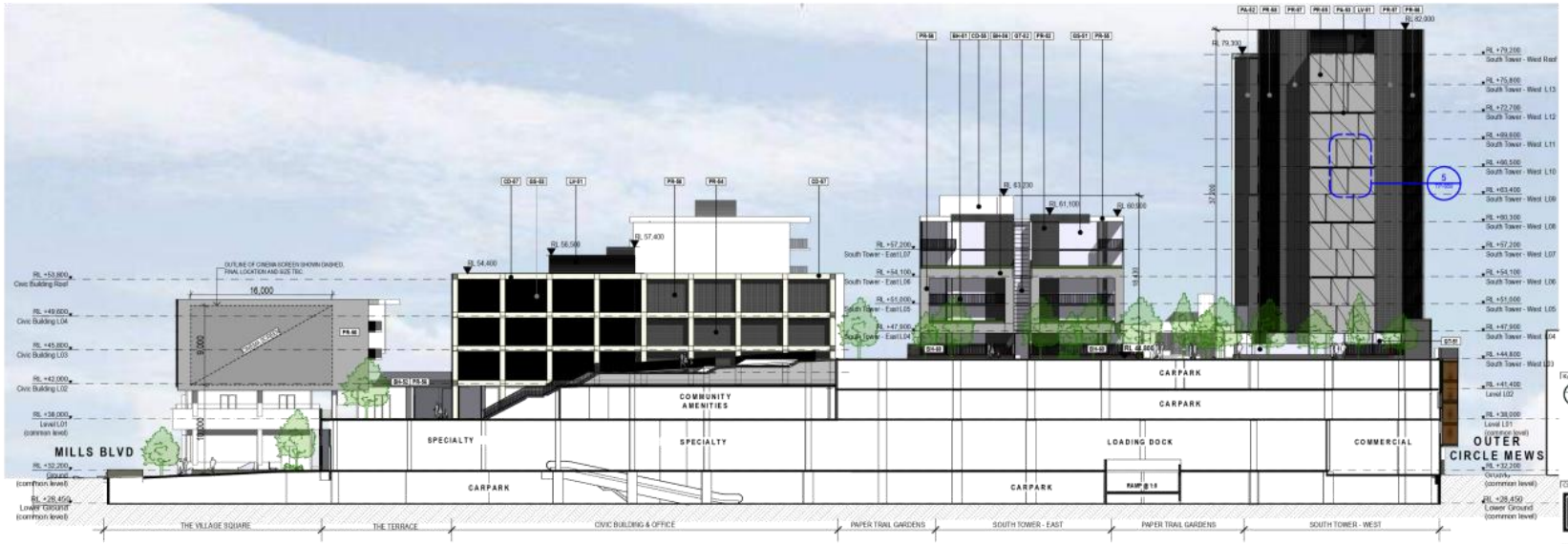
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Project Number	Drawing Number	Revision
01234	TP-505	07

Attachment 2 - Decision Plans

Rev	Date	Description
01	25/05/17	PLANNING PERMIT LODGEMENT
02	22/11/17	RESPONSE TO COUNCIL RFI
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06	08/07/20	S72 LODGEMENT
07	16/09/20	RESPONSE TO COUNCIL RFI

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1 North Elevation - South Tower / West & East
1:250

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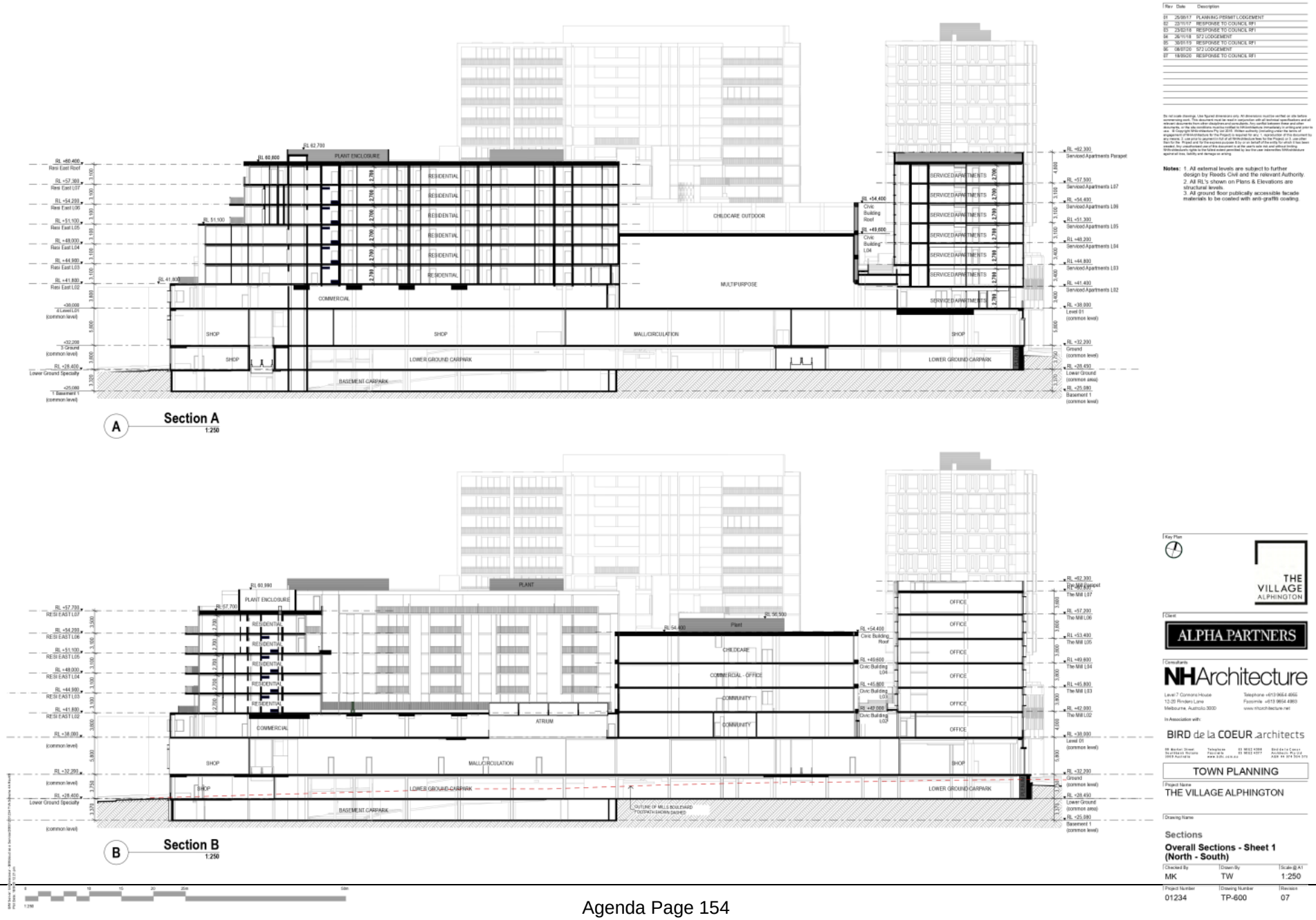
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Drawing Name: Elevations
Miscellaneous Elevations

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Project Number	Drawing Number	Revision
01234	TP-506	07

Attachment 2 - Decision Plans

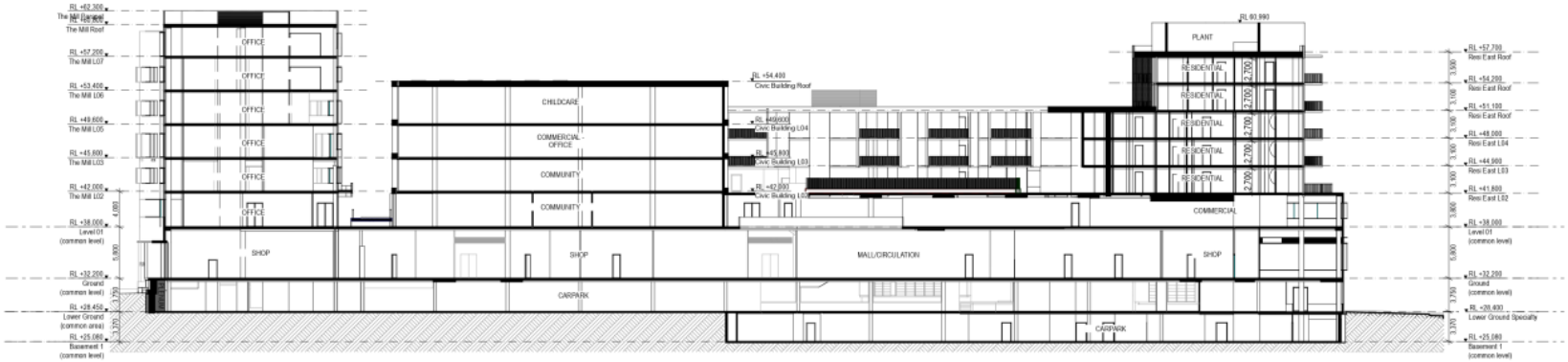


Attachment 2 - Decision Plans

Rev	Date	Description
01	25/05/17	PLANNING PERMIT LODGEMENT
02	22/11/17	RESPONSE TO COUNCIL RFI
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C **Section C**
1:250

Key Plan

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TOWN PLANNING

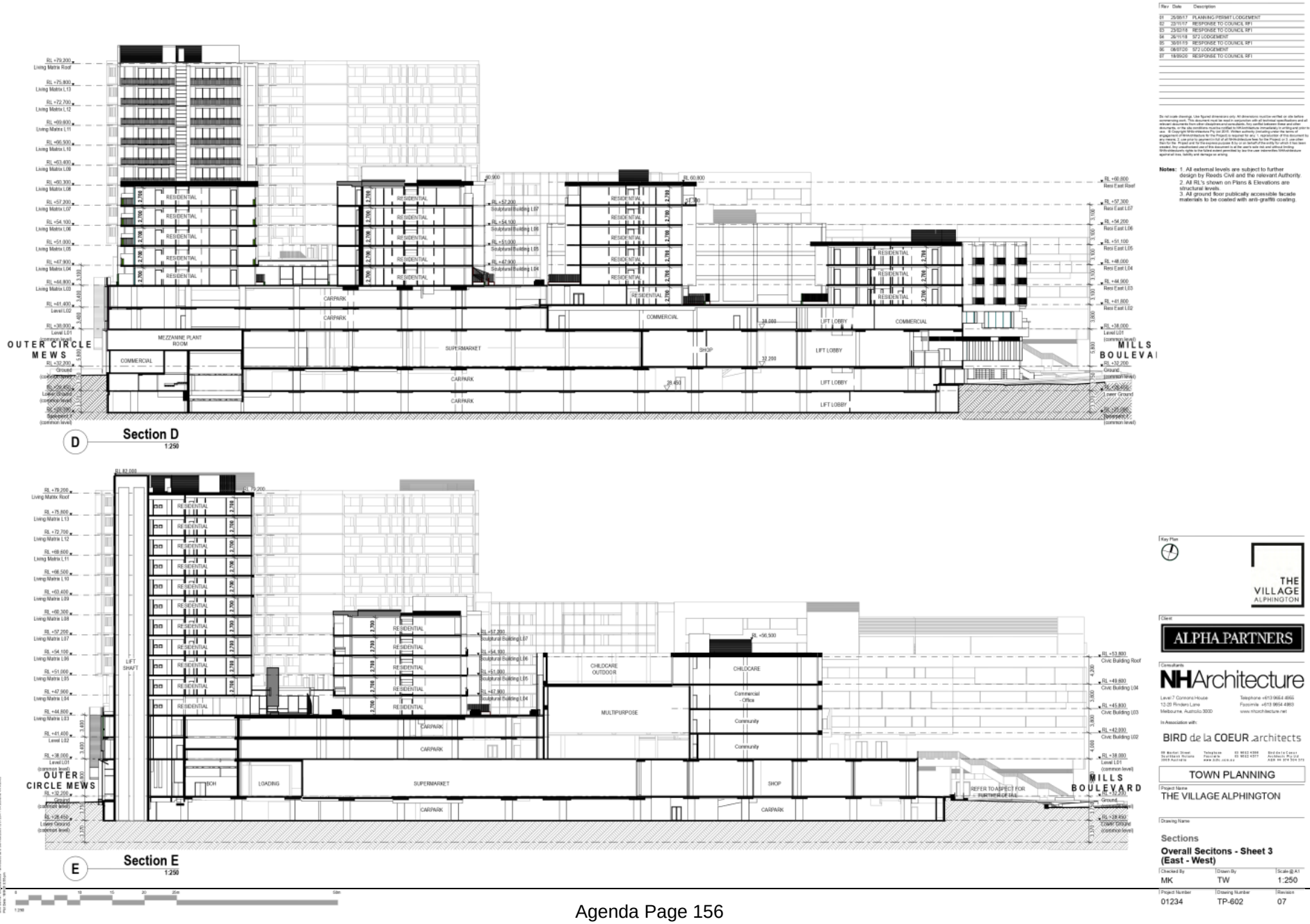
Project Name
THE VILLAGE ALPHINGTON

Drawing Name
Sections
Overall Sections - Sheet 2 (North - South)

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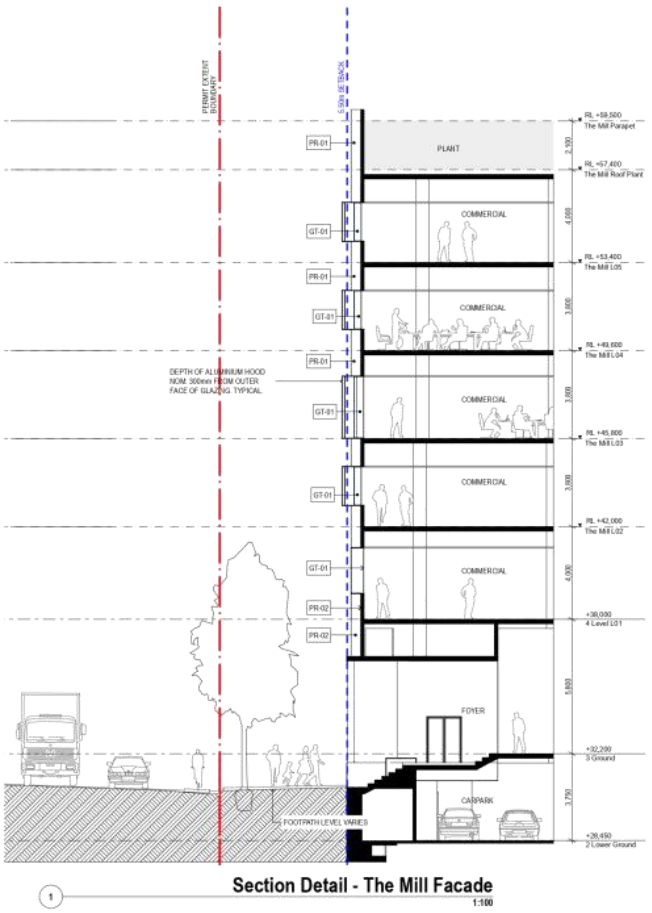
Project Number	Drawing Number	Revision
01234	TP-601	07

Attachment 2 - Decision Plans



Attachment 2 - Decision Plans





Section Detail - The Mill Facade
1:100

Rev	Date	Description
01	25/05/17	PLANNING PERMIT LODGEMENT
02	22/11/17	RESPONSE TO COUNCIL RFI
03	23/02/18	RESPONSE TO COUNCIL RFI
04	26/11/18	S72 LODGEMENT
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07	18/08/20	RESPONSE TO COUNCIL RFI

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Key Plan

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TOWN PLANNING

Project Name
THE VILLAGE ALPHINGTON

Drawing Name
Facade Details
Facade Details - The Mill

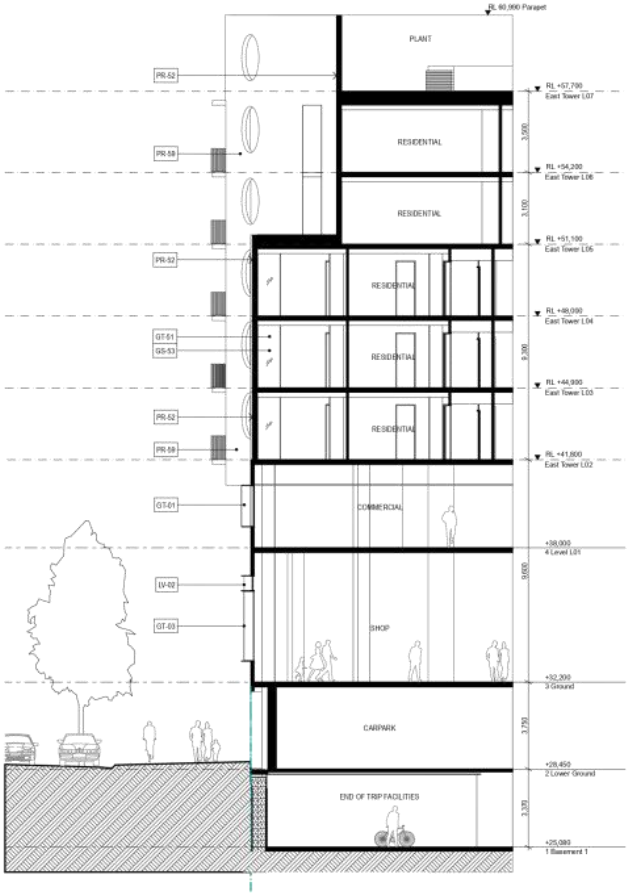
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MK	TW	1:250

Project Number	Drawing Number	Revision
01234	TP-650	07



Attachment 2 - Decision Plans





2 **Facade Detail - East Building**
1:100

Rev	Date	Description
01	25/05/17	PLANNING PERMIT LODGEMENT
02	22/11/17	RESPONSE TO COUNCIL RFI
03	23/02/18	RESPONSE TO COUNCIL RFI
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Project Name
THE VILLAGE ALPHINGTON

Drawing Name
Facade Details
Facade Details - The East Building

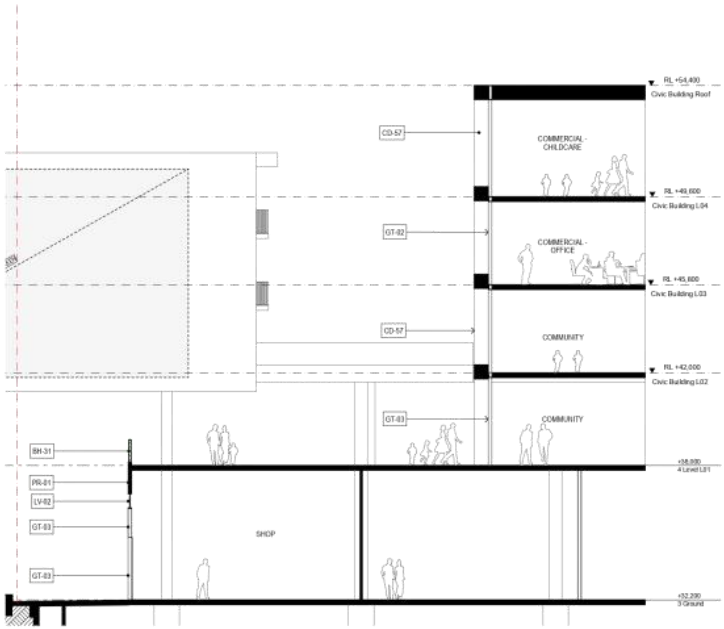
Checked By	Drawn By	Scale @ A1
MK	TW	1:100

Project Number	Drawing Number	Revision
01234	TP-651	07

Attachment 2 - Decision Plans



2 **Civic Buidling Facade Detail**



1 **Section Detail - Civic Building**
1:100

Rev	Date	Description
01	25/05/17	PLANNING PERMIT LODGEMENT
02	22/11/17	RESPONSE TO COUNCIL RFI
03	23/02/18	RESPONSE TO COUNCIL RFI
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Key Plan

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Project Name
THE VILLAGE ALPHINGTON

Drawing Name
Facade Details
Facade Details - The Civic Building

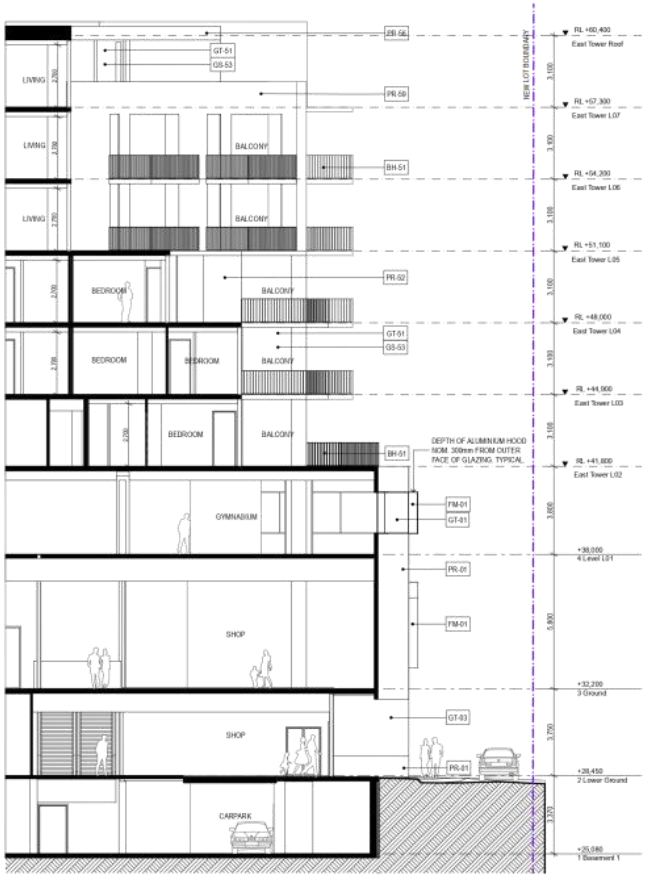
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Project Number	Drawing Number	Revision
01234	TP-652	07

Attachment 2 - Decision Plans



1 The East Tower - South Facade Elevation Detail



2 Facade Detail - South Entry
1:100



3 Perspective

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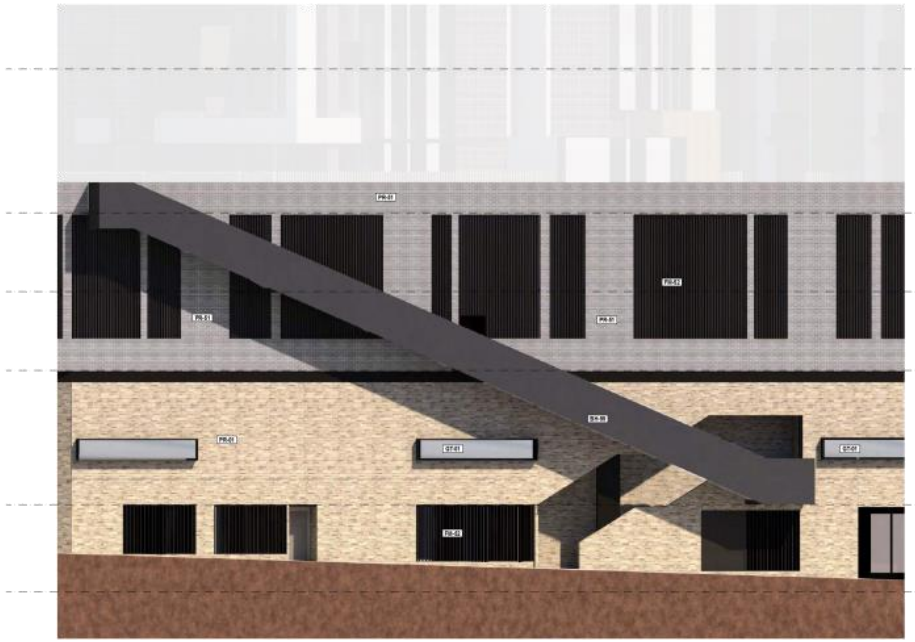
Facade Details

Facade Details - South Entry

Checked By	Drawn By	Scale @ A1
MK	TW	1:100

Project Number	Drawing Number	Revision
01234	TP-653	07

Attachment 2 - Decision Plans





1 Section Detail - South Nelmoore Lane Facade
1:100

Rev	Date	Description
01	25/05/17	PLANNING PERMIT LODGEMENT
02	22/11/17	RESPONSE TO COUNCIL RFI
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Key Plan

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Project Name
THE VILLAGE ALPHINGTON

Drawing Name
Facade Details
Facade Details - South Nelmoore Lane

Checked By	Drawn By	Scale @ A1
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Project Number	Drawing Number	Revision
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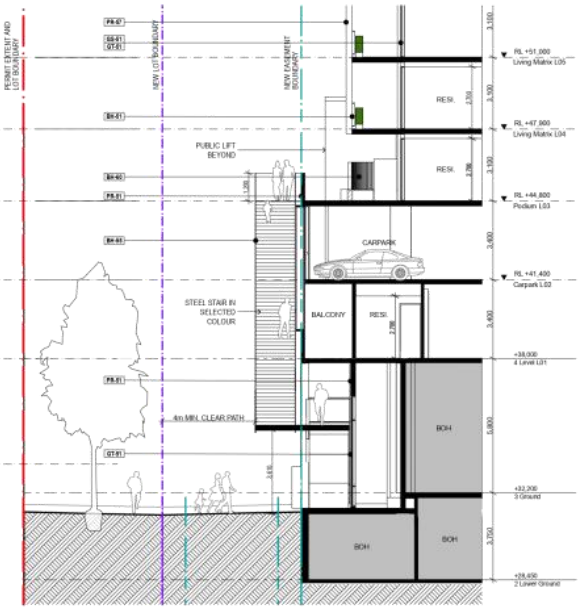
Attachment 2 - Decision Plans



1 Elevation Details - The Mews



2 Elevation Details - The Mews



3 Section Detail - The Mews Facade 1:100

Rev	Date	Description
01	25/05/17	PLANNING PERMIT LODGEMENT
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TOWN PLANNING

Project Name
THE VILLAGE ALPHINGTON

Drawing Name
Facade Details
Facade Details - The Mews

Checked By	Drawn By	Scale @ A1
MK	TW	1:100

Project Number	Drawing Number	Revision
01234	TP-655	07

Attachment 2 - Decision Plans

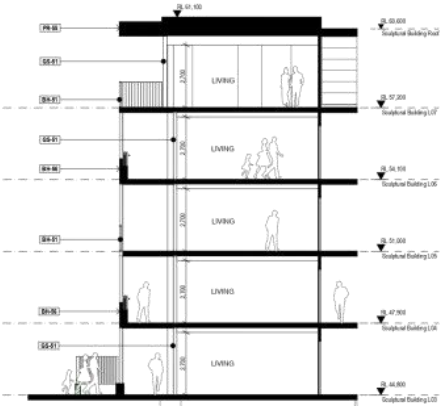
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06	08/07/20	S72 LODGEMENT
07	18/09/20	RESPONSE TO COUNCIL RFI

Notes: 1. All external levels are subject to further design by Reeds Civil and the relevant Authority.
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3. All ground floor publically accessible facade materials to be coated with anti-graffiti coating.



1 South Tower East Facade Detail - South

2 South Tower East Facade Detail - North



3 Section Detail - South Tower East Facade
1:100

Key Plan

THE VILLAGE ALPHINGTON

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In Association with:
BIRD de la COEUR architects

TOWN PLANNING

Project Name
THE VILLAGE ALPHINGTON

Drawing Name
Facade Details
Facade Details - South Tower / East

Checked By	Drawn By	Scale @ A1
MK	TW	1:100

Project Number	Drawing Number	Revision
01234	TP-656	07

Attachment 2 - Decision Plans



1 Serviced Apartments Facade Details - North



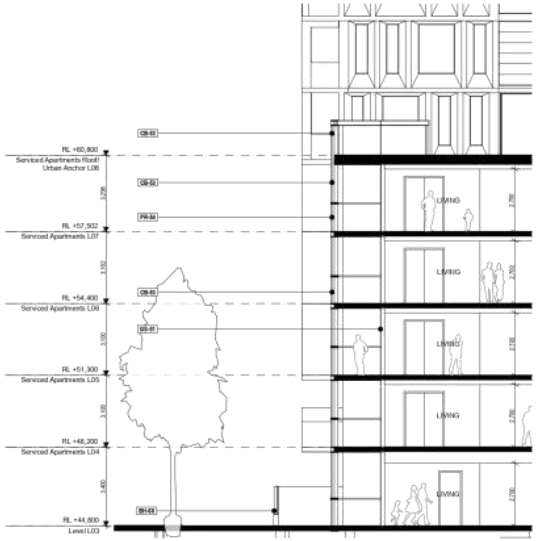
4 Perspective

Rev	Date	Description
01	25/05/17	PLANNING PERMIT LODGEMENT
02	22/11/17	RESPONSE TO COUNCIL RFI
03	23/02/18	RESPONSE TO COUNCIL RFI
04	26/11/18	S72 LODGEMENT
05	30/01/19	RESPONSE TO COUNCIL RFI
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07	18/08/20	RESPONSE TO COUNCIL RFI

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2 Serviced Apartments Facade Details - South



3 Section Detail - Serviced Apartments 1:100

Key Plan

THE VILLAGE ALPHINGTON

Client
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TOWN PLANNING

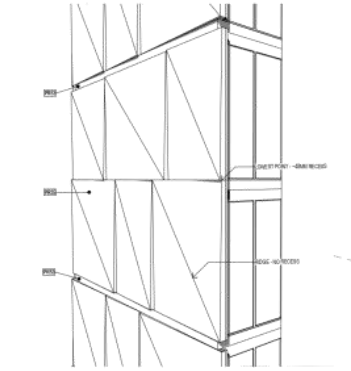
Project Name
THE VILLAGE ALPHINGTON

Drawing Name
Facade Details
Facade Details - Serviced Apartment

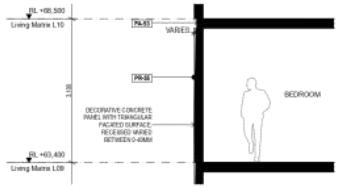
Checked By	Drawn By	Scale @ A1
MK	TW	1:100

Project Number	Drawing Number	Revision
01234	TP-657	07

Attachment 2 - Decision Plans



South Tower - North Facade



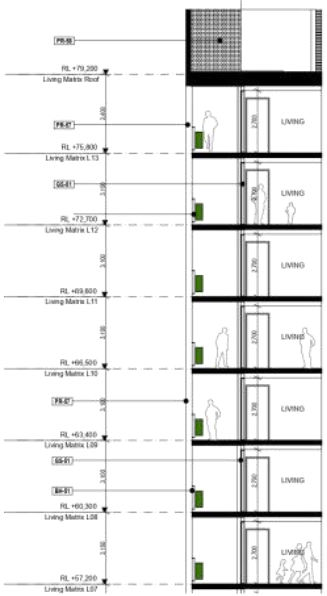
Facade Detail - South Tower / West - North Facade

1:50



South Tower West Facade Details - North West

ARTIST IMPRESSION



Section Detail - South Tower / West Facade

1:100

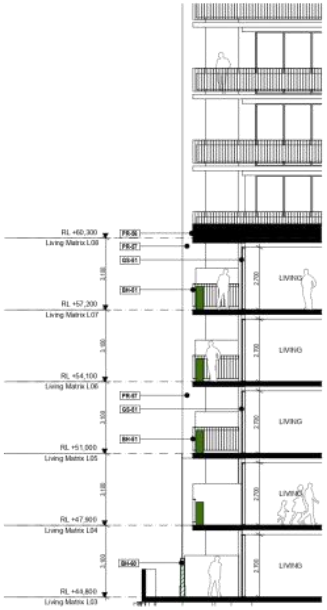
Rev	Date	Description
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07	18/08/20	RESPONSE TO COUNCIL RFI

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South Tower West Facade Details - South West

ARTIST IMPRESSION



Section Detail - South Tower / West Facade 2

1:100

Key Plan

THE VILLAGE ALPHINGTON

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TOWN PLANNING

Project Name

THE VILLAGE ALPHINGTON

Drawing Name

Facade Details

Facade Details - South Tower / West

Checked By	Drawn By	Scale @ A1
MK	TW	1:100

Project Number	Drawing Number	Revision
01234	TP-658	07

Attachment 2 - Decision Plans



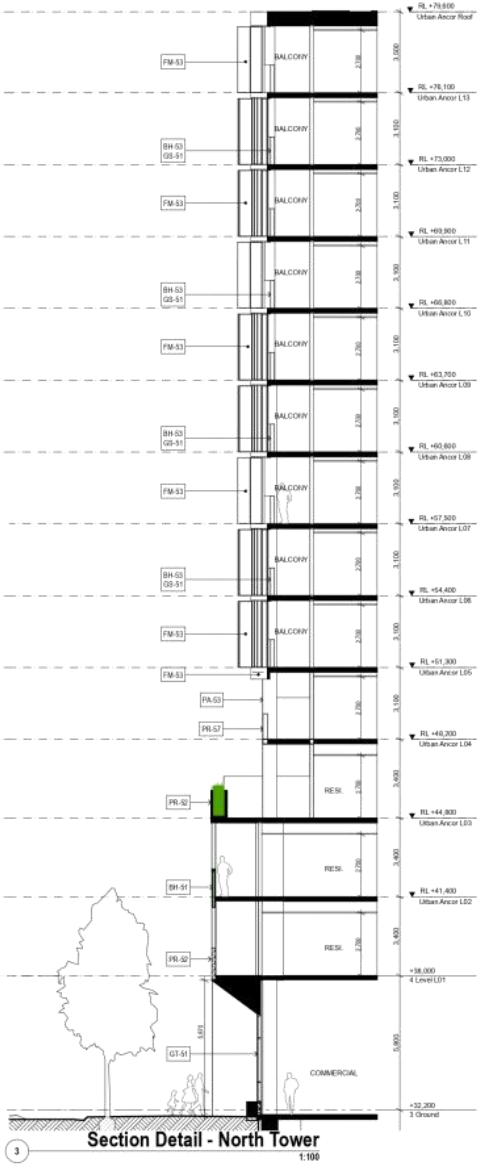
4 Perspective



1 Facade Details - North Tower



2 Heidelberg Rd Podium Facade Detail- North



3 Section Detail - North Tower
1:100

Rev	Date	Description
01	25/05/17	PLANNING PERMIT LODGEMENT
02	22/11/17	RESPONSE TO COUNCIL RFI
03	23/02/18	RESPONSE TO COUNCIL RFI
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06	08/07/20	S72 LODGEMENT
07	18/08/20	RESPONSE TO COUNCIL RFI

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In Association with:
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TOWN PLANNING

Project Name
THE VILLAGE ALPHINGTON

Drawing Name
Facade Details
Facade Details - North Tower

Checked By	Drawn By	Scale @ A1
MK	TW	1:100

Project Number	Drawing Number	Revision
01234	TP-659	07

Attachment 2 - Decision Plans



1 Shadow 22/09 9am 1:1000



2 Shadow 22/09 10am 1:1000

SHADOW OF PROPOSED BUILDING IN CURRENT AMENDMENT

SHADOW OF ADJOINING BUILDINGS

SHADOW OF EXISTING PLANNING PERMIT PLN17/0703 BUILDING
REFER TO TP-TR-800 REV.03 SUBMISSION

EQUINOX SHADOW ANALYSIS BETWEEN ORIGINAL PROPOSAL AND CURRENT AMENDMENT COMPARISON

IDENTIFICATION OF CHANGES IN THE LEVEL OF SOLAR ACCESS TO COMMUNAL OUTDOOR OPEN SPACE AREAS AND THE VILLAGE SQUARE

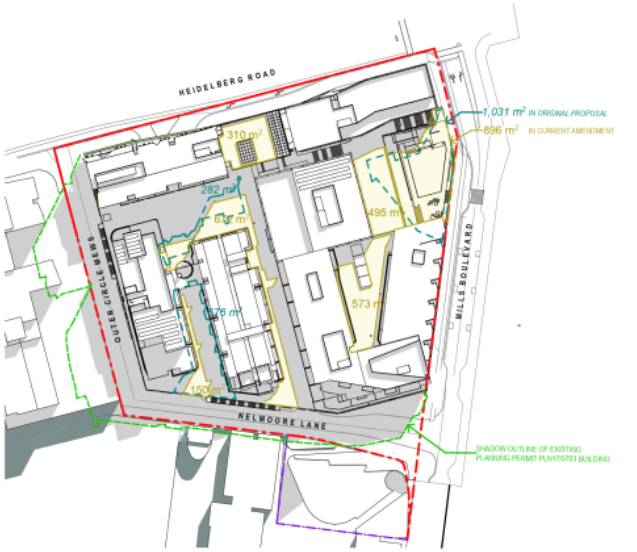
SOLAR ACCESS AREA (m²) IN ORIGINAL PROPOSAL (Rev.03)

SOLAR ACCESS AREA (m²) IN CURRENT AMENDMENT

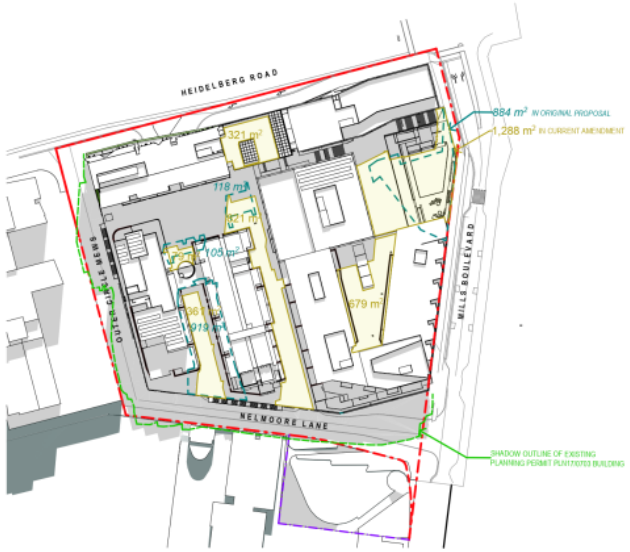
Rev	Date	Description
01	25/08/17	PLANNING PERMIT LODGEMENT
02	23/11/17	RESPONSE TO COUNCIL RFI
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05	30/01/19	RESPONSE TO COUNCIL RFI
06	08/07/20	S72 LODGEMENT
07	18/08/20	RESPONSE TO COUNCIL RFI

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3 Shadow 22/09 11am 1:1000



4 Shadow 22/09 12pm 1:1000

Key Plan

THE VILLAGE ALPHINGTON

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In Association with:
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TOWN PLANNING

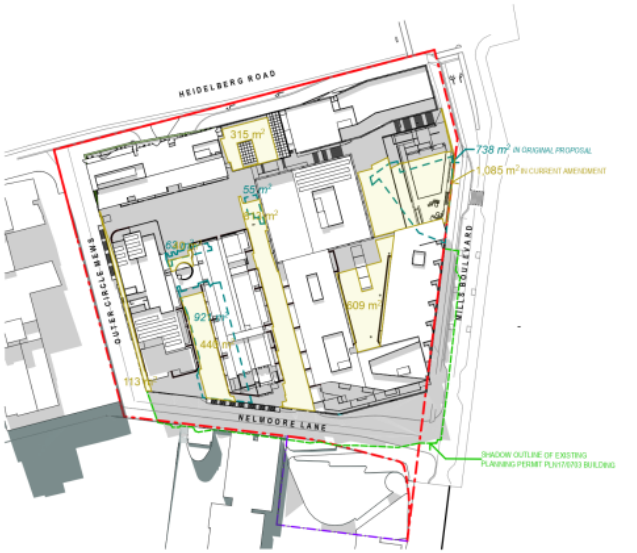
Project Name
THE VILLAGE ALPHINGTON

Drawing Name
Shadow Diagrams & Schedules
Shadow Diagrams 01 - Equinox

Checked By	Drawn By	Scale @ A1
MK	TW	1:250

Project Number	Drawing Number	Revision
01234	TP-800	07

Attachment 2 - Decision Plans



1 Shadow 22/09 1pm 1:1000



2 Shadow 22/09 2pm 1:1000

SHADOW OF PROPOSED BUILDING IN CURRENT AMENDMENT

SHADOW OF ADJOINING BUILDINGS

SHADOW OF EXISTING PLANNING PERMIT PLN17/0703 BUILDING
REFER TO TP-TR-800 REV.03 SUBMISSION

EQUINOX SHADOW ANALYSIS BETWEEN ORIGINAL PROPOSAL AND CURRENT AMENDMENT COMPARISON

IDENTIFICATION OF CHANGES IN THE LEVEL OF SOLAR ACCESS TO COMMUNAL OUTDOOR OPEN SPACE AREAS AND THE VILLAGE SQUARE

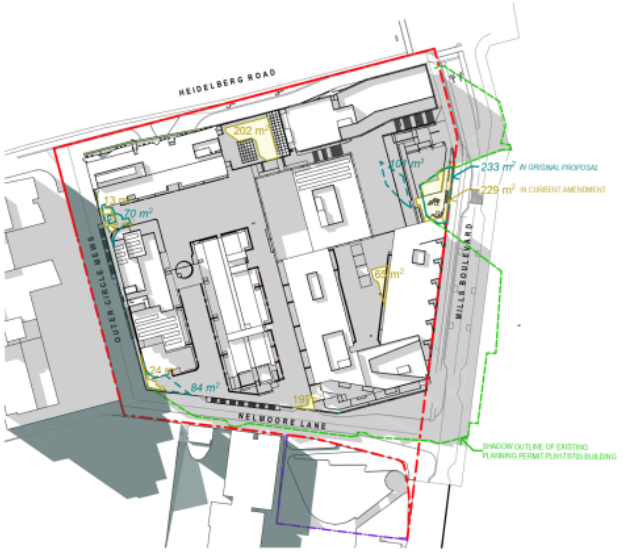
SOLAR ACCESS AREA (m^2) IN ORIGINAL PROPOSAL (Rev.03)

SOLAR ACCESS AREA (m^2) IN CURRENT AMENDMENT

Rev	Date	Description
01	25/08/17	PLANNING PERMIT LODGEMENT
02	23/11/17	RESPONSE TO COUNCIL RFI
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3 Shadow 22/09 3pm 1:1000

Key Plan

THE VILLAGE ALPHINGTON

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TOWN PLANNING

Project Name
THE VILLAGE ALPHINGTON

Drawing Name
Shadow Diagrams & Schedules
Shadow Diagrams 02 - Equinox

Checked By	Drawn By	Scale @ A1
MK	TW	1:250

Project Number	Drawing Number	Revision
01234	TP-800A	07

Attachment 2 - Decision Plans



BH-01
METAL BALUSTRADE



GT-01
SMOKE GREY TINTED GLAZING WITH ALUMINIUM HOOD PROJECTING FROM FACADE, POWDER COAT FINISH



GT-02
FULL HEIGHT SMOKE GREY TINTED GLAZING. POWDER COAT FINISH



GT-03
SHOPFRONT CLEAR GLAZING POWDER COAT FINISH (CL)



GT-04
SKYLIGHT GLAZING WITH TRANSLUCENT INFILL & STEEL FRAME IN POWDER COATED FINISH



FM-01
POWDER COATED STEEL BLACK OR SIMILAR



LV-01
PLANT LOUVRES - FULL CHEVRON LOUVRE SYSTEM SIMILAR TO LOUVRECLAD "VENUS SERIES" POWDER COATED FINISH (INCORPORATE ACOUSTIC LOUVRES TO PLANT AREAS AS REQUIRED)



LV-02
FLAT ALUMINIUM PANELS WITH CONTINUOUS STRIP PERFORATION ABOVE TENANCY SHOPFRONT



PR-01
BRICK SNAP CLADDING "RUSTIC TAN" OR SIMILAR



PR-02
BRICK VENEER CLADDING IN ARTICULATED STACK BOND



RA-01
RETRACTABLE AWNING



RF-01
METAL ROOF



TL-01
GRANITE FLOOR TILE



TL-02
BLUESTONE FLOOR TILE

Rev	Date	Description
01	25/05/17	PLANNING PERMIT LODGEMENT
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LEGEND:

BH - BALUSTRADE & HANDRAILS
CB - CUSTOM BRICK CLADDING
CT - CARPENTRY
CD - CLADDING
FM - FABRICATED METALWORK
GS - GLASS TYPES
GT - GLAZING & FACADE TYPE
LV - LOUVRES
PA - PAINT
PR - PRECAST CLADDING
RA - RETRACTABLE AWNING
RF - ROOFING
TL - TILING

Key Plan

THE VILLAGE ALPHINGTON

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ALPHA PARTNERS

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BIRD de la COEUR architects

TOWN PLANNING

Project Name
THE VILLAGE ALPHINGTON

Drawing Name
Shadow Diagrams & Schedules
Schedules - Materials & Finishes_Sheet 1

Checked By	Drawn By	Scale @ A1
MK	TW	1:250

Project Number	Drawing Number	Revision
01234	TP-801	07

Attachment 2 - Decision Plans

Rev	Date	Description
01	25/05/17	PLANNING PERMIT LODGEMENT
02	23/11/17	RESPONSE TO COUNCIL RFI
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CB - CUSTOM BRICK CLADDING
CT - CARPENTRY
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FM - FABRICATED METALWORK
GS - GLASS TYPES
GT - GLAZING & FACADE TYPE
LV - LOUVRES
PA - PAINT
PR - PRECAST CLADDING
RA - RETRACTABLE AWNING
RF - ROOFING
TL - TILING

SHEET DELETED

Key Plan

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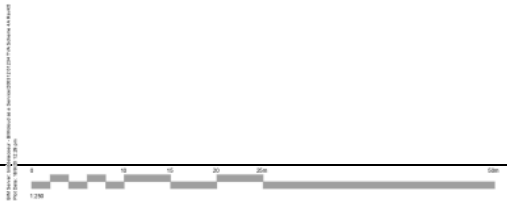
TOWN PLANNING

Project Name
THE VILLAGE ALPHINGTON

Drawing Name
Shadow Diagrams & Schedules
Schedules - Materials & Finishes_Sheet 2

Checked By	Drawn By	Scale @ A1
MK	TW	1:250

Project Number	Drawing Number	Revision
01234	TP-802	07



Attachment 2 - Decision Plans



BH-51
METAL BALUSTRADE
BLACK

BH-52
SOLID UPSTAND WITH
GLAZING

BH-53
GLASS BALAUSTRADE
D - DARK GLASS

BH-55
10mm STEEL PLATE
BALUSTRADE
BLACK



BH-56
PLANTER BALUSTRADE WITH
PR-56



BH-58
PLANTER BALUSTRADE WITH
PR-51



BH-60
1700mm HIGH MAX 25%
TRANSPARENCY TIMBER FENCE
ON PLINTH TO FUTURE
LANDSCAPE DETAIL



CB-51
SPECIALTY BRICKWORK



CB-52
GLASS BLOCK IN BLACK 'C' CHANNEL
& METAL FRAME AS SHOWN



CB-53
FLUTED GLASS IN BLACK 'C' CHANNEL
& METAL FRAME AS SHOWN



CD-51
CLADDING
LIGHT GREY



CD-52
OXIDE STEEL
BRONZE
OR SIMILAR



CD-53
STAINLESS STEEL
BLACK
OR SIMILAR



CD-54
METAL CLADDING WITH
STANDING SEAM
LIGHT GREY/SILVER
OR SIMILAR



CD-55
TIMBER LOOK
CLADDING
OR SIMILAR



CD-56
EQUITONE - WHITE
OR SIMILAR



CD-57
CLASS 1 CONCRETE PAINTED
WHITE



FM-52
FEATURE SCREEN
METAL BATTENS / "Z" PURLINS
BLACK



FM-53
OPERABLE METAL SCREEN
MATT WHITE OR SIMILAR



FM-54
STAINLESS STEEL WIRES FOR
PLANTS



FM-55
5mm BLACK STEEL SHROUD



FM-56
ROLLER DOOR - POWDER-COATED
PERFORATED METAL
BLACK



GS-51
CLEAR GLASS
C - CLEAR
F - FROSTED
S - SPANDREL



GS-53
DARK GLASS
C - CLEAR
F - FROSTED
S - SPANDREL



GT-51
BLACK STEEL
FRAMED GLASS



GT-52
GLAZED LOUVRES



LV-51
PLANT LOUVRE - FULL CHEVRON
LOUVRE SYSTEM SIMILAR TO
LOUVRECLAD "VENUS SERIES"
MATTE BLACK



PA-51
PAINT FINISH
MATTE WHITE



PA-52
PAINT FINISH
CHARCOAL GREY



PA-53
PAINT FINISH
BLACK



PR-51
BRICK SNAP CLADDING
STRETCHER BOND
"MIDNIGHT BLUE" OR SIMILAR



PR-52
BRICK SNAP CLADDING
VERTICAL STACK BOND
"MIDNIGHT BLUE" OR SIMILAR



PR-53
BRICK SNAP CLADDING
STACK BOND
"MIDNIGHT BLUE" OR SIMILAR



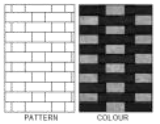
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BRICK SNAP CLADDING
STRETCHER BOND
GLAZED BLACK OR SIMILAR



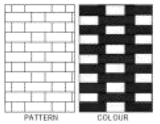
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CONCRETE WITH WHITE
ADDITIVE



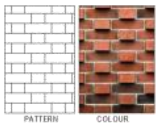
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CONCRETE FORMLINER



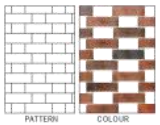
PR-57
BRICK SNAP CLADDING
FLEMISH BOND
"MIDNIGHT BLUE" OR SIMILAR
WITH CONCRETE INFILL



PR-58
BRICK SNAP CLADDING
'HIT AND MISS' FLEMISH BOND
"MIDNIGHT BLUE" OR SIMILAR



PR-59
BRICK SNAP CLADDING
ARTICULATED FLEMISH BOND
RUSTIC BLEND OR SIMILAR



PR-60
BRICK SNAP CLADDING
'HIT AND MISS' FLEMISH BOND
RUSTIC BLEND OR SIMILAR

Rev	Date	Description
01	25/05/17	PLANNING PERMIT LODGEMENT
02	22/11/17	RESPONSE TO COUNCIL RFI
03	23/02/18	RESPONSE TO COUNCIL RFI
04	26/11/18	S72 LODGEMENT
05	30/01/19	RESPONSE TO COUNCIL RFI
06	08/07/20	S72 LODGEMENT
07	18/08/20	RESPONSE TO COUNCIL RFI

Do not scale drawings. Use figured dimensions only. All dimensions must be verified on site before commencing work. This document must be read in conjunction with all technical specifications and all relevant documents from other disciplines and consultants. Any conflict between these and other documents is to be brought to the attention of the Architect before proceeding with the work or part thereof in any. © Copyright NH Architecture Pty Ltd 2019. Written authority (including under the terms of engagement of NH Architecture for the Project) is required for any: 1. reproduction of this document by any means; 2. use prior to payment in full of all NH Architecture fees for the Project; or 3. use other than for the Project and for the express purpose of by or on behalf of the entity for which it has been prepared and delivered. NH Architecture reserves all its rights (including moral rights) in this document and NH Architecture's right to the fullest extent permitted by law to the user indemnifies NH Architecture against all loss, liability and damage so arising.

Notes: 1. All external levels are subject to further design by Reeds Civil and the relevant Authority.
2. All RL's shown on Plans & Elevations are structural levels.
3. All ground floor publically accessible facade materials to be coated with anti-graffiti coating.

LEGEND:

BH - BALUSTRADE & HANDRAILS
CB - CUSTOM BRICK CLADDING
CT - CARPENTRY
CD - CLADDING
FM - FABRICATED METALWORK
GS - GLASS TYPES
GT - GLAZING & FACADE TYPE
LV - LOUVRES
PA - PAINT
PR - PRECAST CLADDING
RA - RETRACTABLE AWNING
RF - ROOFING
TL - TILING

Key Plan

THE VILLAGE ALPHINGTON

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In Association with:
BIRD de la COEUR architects

TOWN PLANNING

Project Name
THE VILLAGE ALPHINGTON

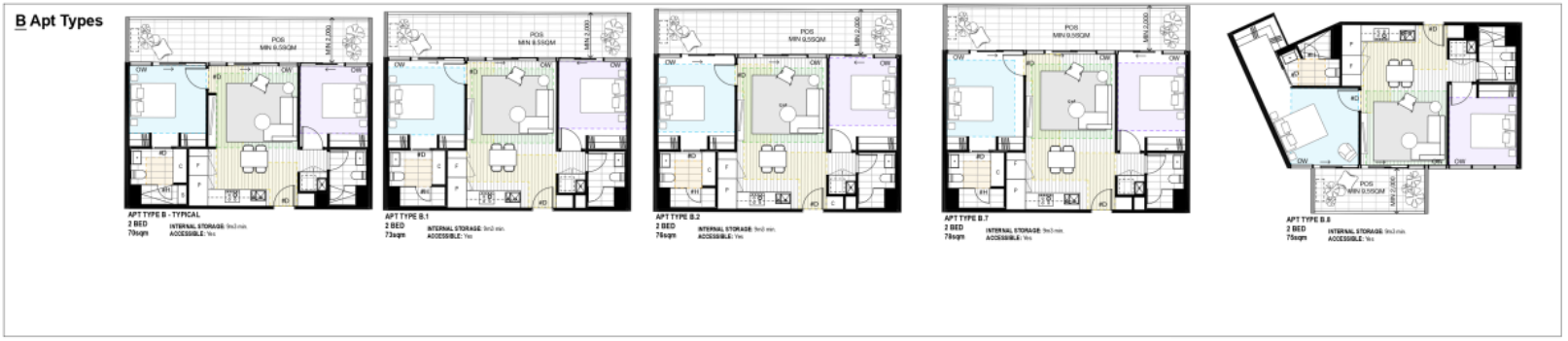
Drawing Name
Shadow Diagrams & Schedules
Schedules - Material & Finishes_Sheet 3

Checked By	Drawn By	Scale @ A1
MK	TW	1:250

Project Number	Drawing Number	Revision
01234	TP-803	07

Attachment 2 - Decision Plans





Rev	Date	Description
01	25/08/17	PLANNING PERMIT LODGEMENT
02	23/11/17	RESPONSE TO COUNCIL RFI
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Legend

- MAIN BEDROOM MIN. 3000X3400MM
- BEDROOM MIN. 3000X3000MM
- 10SQM/12SQM MIN. AREA LIVING ROOM
- 1200MM CLEAR CORIDOOR
- 1200MM CLEAR CIRCULATION SPACE
- #D 850MM CLEAR DOOR OPENING
- #H HOBLESS STEP FREE SHOWER
- SLIDING DOOR
- #OW OPERABLE WINDOW

General Notes

APARTMENT FACADES SHOWN VARY. REFER TO GENERAL ARRANGEMENT PLANS FOR SPECIFIC DETAIL.

ALL CEILING HEIGHTS ARE MINIMUM 2700MM CLEAR. ALL HABITABLE ROOMS ARE FITTED WITH OPERABLE WINDOW.

BATHROOMS, ENSUITES, LAUNDRYS AND LOCALISED BAULKHEADS ARE 2400MM IN HEIGHT.

MINIMUM PRIVATE OPEN SPACES AS PER BADS SIZES VARY, REFER TO GENERAL ARRANGEMENT PLANS FOR SPECIFIC AREA PROVISION AND LOCATION. ALLOW FOR 1800MM HEIGHT OPAQUE GLASS SCREENING DEVICES BETWEEN ABUTTING BALCONIES TO PREVENT OVERLOOKING.

ALL APARTMENTS PROVIDE THE MINIMUM REQUIRED INTERNAL STORAGE AS PER BADS. ADDITIONAL SECURED STORAGE IS PROVIDED IN THE CARPARK LEVELS TO MEET THE OVERALL STORAGE REQUIREMENT.

Key Plan

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TOWN PLANNING

Project Name

THE VILLAGE ALPHINGTON

Drawing Name

Shadow Diagrams & Schedules
Apartment Types - BADS Compliance

Checked By	Drawn By	Scale @ A1
MK	TW	1:100

Project Number	Drawing Number	Revision
01234	TP-804	07

Attachment 2 - Decision Plans



Rev Date Description
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Project Name
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Drawing Name
Shadow Diagrams & Schedules
Apartment Types - BADS Compliance

Checked By	Drawn By	Scale @ A1
MK	TW	1:250

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01234	TP-805	07

Attachment 2 - Decision Plans



Attachment 2 - Decision Plans



Rev	Date	Description
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THE VILLAGE ALPHINGTON

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Shadow Diagrams & Schedules
Apartment Types - BADS Compliance

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MK	TW	1:250

Project Number	Drawing Number	Revision
01234	TP-807	07

Attachment 3 - Landscape Plans

THE VILLAGE ALPHINGTON

LANDSCAPE ARCHITECTURAL DRAWINGS

ISSUED FOR S72 AMENDMENTS



1 LOCATION PLAN (Source Nearmap.com)
NTS

DRAWING REGISTER

TP-LAN-00-001	COVER PAGE, LOCATION PLAN & DRAWING REGISTER
TP-LAN-00-002	LANDSCAPE PLAN
TP-LAN-00-003	SCHEDULE
TP-LAN-00-101	OVERALL GENERAL ARRANGEMENT PLAN - GROUND AND LOWER GROUND
TP-LAN-00-102	OVERALL GENERAL ARRANGEMENT PLAN - LEVEL 1
TP-LAN-00-103	OVERALL GENERAL ARRANGEMENT PLAN - LEVEL 2
TP-LAN-00-104	OVERALL GENERAL ARRANGEMENT PLAN - LEVEL 3
TP-LAN-00-105	OVERALL GENERAL ARRANGEMENT PLAN - LEVEL 7
TP-LAN-00-106	OVERALL GENERAL ARRANGEMENT PLAN - LEVEL 8
TP-LAN-0G-101	GENERAL ARRANGEMENT PLAN - THE VILLAGE SQUARE
TP-LAN-0G-102	GENERAL ARRANGEMENT PLAN - THE OUTTER CIRCLE MEWS
TP-LAN-0G-103	GENERAL ARRANGEMENT PLAN - HEIDELBERG ROAD
TP-LAN-L0-101	GENERAL ARRANGEMENT PLAN - NELMOORE LANE
TP-LAN-L1-101	GENERAL ARRANGEMENT PLAN - LEVEL 1
TP-LAN-L2-101	GENERAL ARRANGEMENT PLAN - LEVEL 2 PODIUM
TP-LAN-L3-101	GENERAL ARRANGEMENT PLAN - LEVEL 3 PAPER TRAIL GARDENS
TP-LAN-L3-102	GENERAL ARRANGEMENT PLAN - LEVEL 3 RESIDENTIAL GARDENS
TP-LAN-L7-101	GENERAL ARRANGEMENT PLAN - LEVEL 7 & 8 ROOFTOP
TP-LAN-0G-701	SECTIONS - VILLAGE SQUARE AA
TP-LAN-0G-702	SECTIONS - VILLAGE SQUARE BB
TP-LAN-0G-711	SECTIONS - OUTTER CIRCLE MEWS
TP-LAN-0G-721	SECTIONS - HEIDELBERG ROAD
TP-LAN-L0-701	SECTIONS - NELMOORE LANE
TP-LAN-L1-701	SECTIONS - LEVEL 1

NOTES

Check all dimensions and site conditions prior to commencement of any work, the purchasing or ordering of any materials, fitting, plant services or equipment and the fabrication of any components.

Do not scale drawings - refer to figured dimensions only. Any discrepancies shall immediately be referred to the landscape architect for clarification.

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DIAL BEFORE YOU DIG www.1100.com.au

Services shown on this drawing are approximate only. The exact location is to be confirmed on site by contractor prior to commencement of work.

DATE	REV	AMENDMENTS
20/06/17	01	Planning PERMIT LODGEMENT
20/11/17	02	ISSUED IN RESPONSE TO COUNCIL RFI
20/03/18	03	ISSUED IN RESPONSE TO COUNCIL RFI
16/1/18	04	UPDATED FOR TOWN PLANNING
3/12/18	05	UPDATED FOR TOWN PLANNING
8/11/18	06	UPDATED FOR DISCUSSION
8/05/19	07	ISSUED FOR S72 AMENDMENTS
7/06/19	08	ISSUED FOR S72 AMENDMENTS
9/6/20	09	ISSUED FOR S72 AMENDMENTS

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PROJECT

M18059
THE VILLAGE ALPHINGTON

DRAWING

COVER PAGE

DRAWN	CHECKED	SCALE A1	SCALE A3
BG	AMP	NA	NA

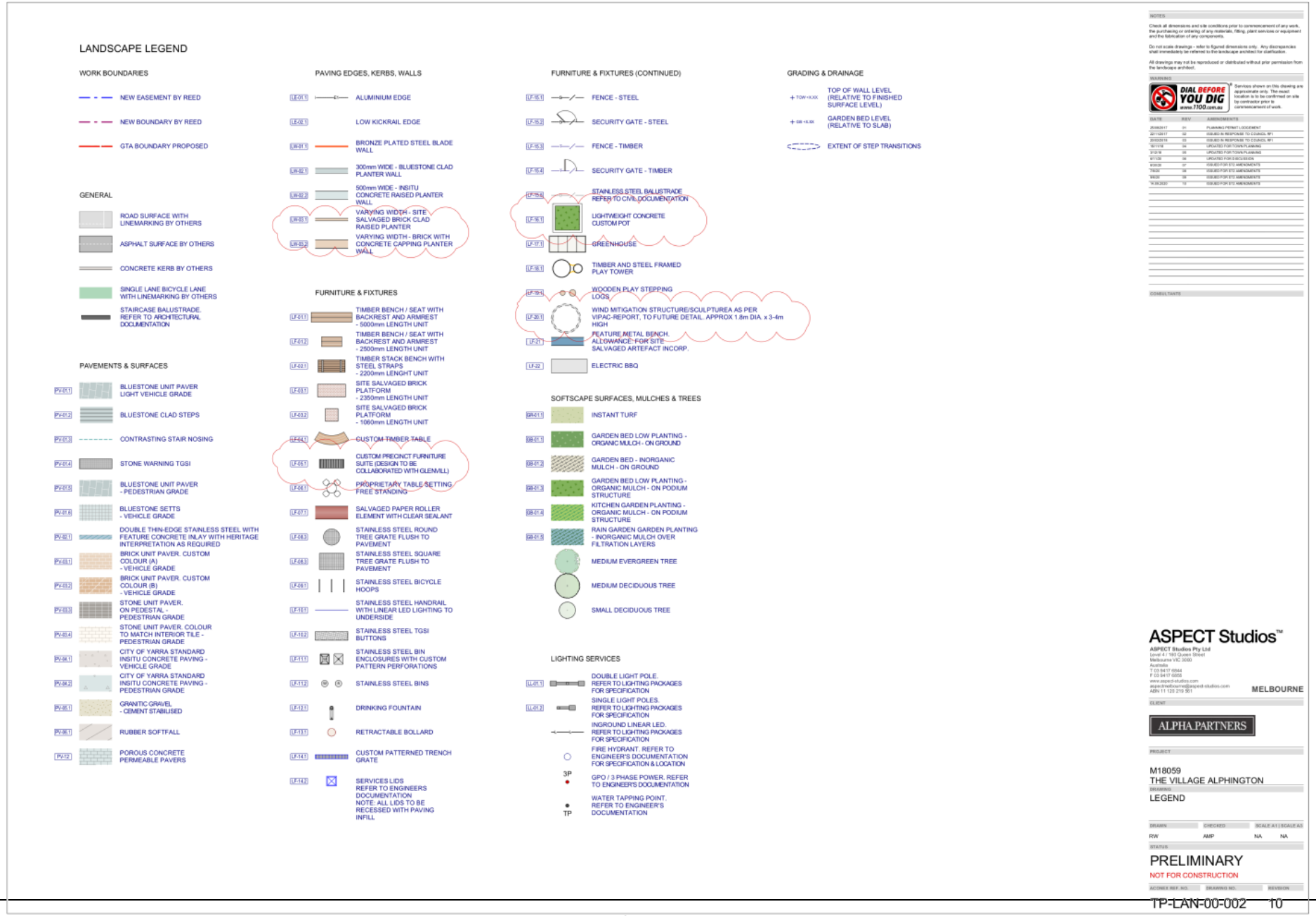
STATUS

PRELIMINARY
NOT FOR CONSTRUCTION

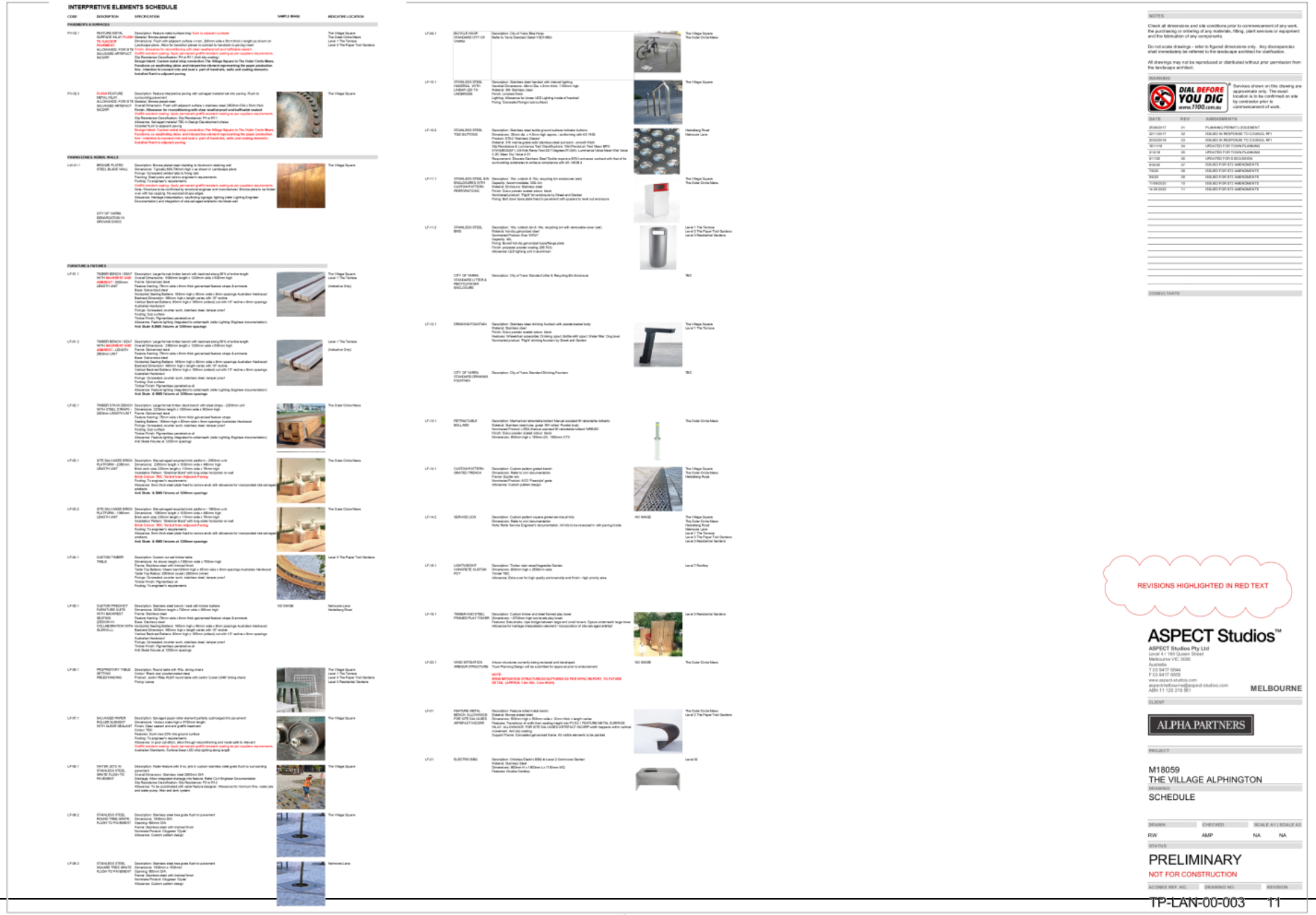
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TP-LAN-00-001 09

Attachment 3 - Landscape Plans



Attachment 3 - Landscape Plans



INTERPRETIVE ELEMENTS SCHEDULE

CODE	DESCRIPTION	SPECIFICATION	SAMPLE IMAGE	INDICATIVE LOCATION
PAVEMENTS & SURFACES				
PV-02.1	FEATURE METAL SURFACE INLAY FLUSH TO ADJOINT PAVEMENT ALLOWANCE FOR SITE SALVAGED ARTIFACT INCORP.	Description: Feature metal surface inlay flush to adjacent surfaces Material: Bronze,stained steel Dimensions: Flush with adjacent surface x mm, 200mm wide x 5mm thick x length as shown on Landscape plans. Allow for transition pieces to connect to handrails to paving insert Finish: Allowance for reconditioning with clear weatherproof and trafficable sealant Graffiti resistant coating: Apply permanent graffiti resistant coating as per supplier's requirements. Slip Resistance Classification: P4 or R11 (Wet slip rating) Design Intent: Custom metal inlay connection The Village Square to The Outer Circle Mews. Functions as wayfinding datum and interpretive element representing the paper production line - intention to connect into and mark a part of handrails, walls and seating elements. Installed flush to adjacent paving		The Village Square The Outer Circle Mews Level 1 The Terrace Level 3 The Paper Trail Gardens
PV-02.3	FLUSH FEATURE METAL INLAY ALLOWANCE FOR SITE SALVAGED ARTIFACT INCORP.	Description: feature interpretive paving with salvaged material set into paving. Flush to surrounding pavement Material: Bronze,stained steel Overall Dimension: Flush with adjacent surface x stainless steel 2400mm Dia x 5mm thick Finish: Allowance for reconditioning with clear weatherproof and trafficable sealant Graffiti resistant coating: Apply permanent graffiti resistant coating as per supplier's requirements. Slip Resistance Classification: Dry Resistance: P4 or R11 Design Intent: Custom metal inlay connection to Change Geo element piece Installed flush to adjacent paving Design Intent: Custom metal inlay connection The Village Square to The Outer Circle Mews. Functions as wayfinding datum and interpretive element representing the paper production line - intention to connect into and mark a part of handrails, walls and seating elements. Installed flush to adjacent paving		The Village Square
PAVING EDGES, KERBS, WALLS				
LW-01.1	BRONZE PLATED STEEL BLADE WALL CITY OF YARRA EMARGATION VS GROUND EDGE	Description: Bronze,stained steel cladding to blockwork retaining wall Dimensions: Typically 600-700mm high x as shown in Landscape plans Footings: Concealed welded tabs to fixing rails Framing: Steel posts and rails to engineer's requirements Footing: To engineer's requirements Graffiti resistant coating: Apply permanent graffiti resistant coating as per supplier's requirements. Allowance: Coordination with structural engineer and manufacturer. Bronze plate to be finished over with top capping. Fin exposed shape edges Allowance: Heritage interpretation, wayfinding signage, lighting (refer Lighting Engineer Documentation) and integration of site salvaged artefacts into blade wall		The Village Square
FURNITURE & FIXTURES				
LF-01.1	TIMBER BENCH / SEAT WITH BACKREST AND ARMREST - 3000mm LENGTH UNIT	Description: Large format timber bench with backrest along 80% of entire length Overall Dimensions: 3000mm length x 1200mm wide x 900mm high Frame: Galvanised steel Feature framing: 76mm wide x 6mm thick galvanised feature straps & armrests Base: Galvanised steel Horizontal Seating Battens: 185mm high x 80mm wide x 8mm spacings Australian Hardwood Backrest Dimension: 460mm high x length varies with 15° incline Vertical Backrest Battens: 80mm high x 185mm centred, run with 15° incline x 8mm spacings Australian Hardwood Footings: Concealed, counter sunk, stainless steel, tamper proof Footing: Sub surface Timber Finish: Pigmentless penetrative oil Allowance: Feature lighting integrated to underneath (refer Lighting Engineer documentation) Anti Skate: & BMX fixtures at 1200mm spacings		The Village Square Level 1 The Terrace (Indicative Only)
LF-01.2	TIMBER BENCH / SEAT WITH BACKREST AND ARMREST - LENGTH 2500mm UNIT	Description: Large format timber bench with backrest along 80% of entire length Overall Dimensions: 2500mm length x 1200mm wide x 900mm high Frame: Galvanised steel Feature framing: 76mm wide x 6mm thick galvanised feature straps & armrests Base: Galvanised steel Horizontal Seating Battens: 185mm high x 80mm wide x 8mm spacings Australian Hardwood Backrest Dimension: 460mm high x length varies with 15° incline Vertical Backrest Battens: 80mm high x 185mm centred, run with 15° incline x 8mm spacings Australian Hardwood Footings: Concealed, counter sunk, stainless steel, tamper proof Footing: Sub surface Timber Finish: Pigmentless penetrative oil Allowance: Feature lighting integrated to underneath (refer Lighting Engineer documentation) Anti Skate: & BMX fixtures at 1200mm spacings		Level 1 The Terrace (Indicative Only)
LF-02.1	TIMBER 5 TACK BENCH WITH STEEL STRAPS - 2200mm LENGTH UNIT	Description: Large format timber bench with steel straps - 2200mm unit Dimensions: 2200mm length x 1000mm wide x 900mm high Frame: Galvanised steel Feature framing: 76mm wide x 6mm thick galvanised feature straps Seating Battens: 185mm high x 80mm wide x 8mm spacings Australian Hardwood Footings: Concealed, counter sunk, stainless steel, tamper proof Footing: Sub surface Timber Finish: Pigmentless penetrative oil Allowance: Feature lighting integrated to underneath (refer Lighting Engineer documentation) Anti Skate fixtures at 1200mm spacings		The Outer Circle Mews
LF-03.1	SITE SALVAGED BRICK PLATFORM - 2280mm LENGTH UNIT	Description: Site salvaged recycled brick platform - 2280mm unit Dimensions: 2280mm length x 1000mm wide x 460mm high Brick work size: 230mm length x 110mm wide x 76mm high Installation Pattern: 'Stretcher Bond' with long sides horizontal on wall Brick Colour: TBC. Varied from Adjacent Paving Footings: To engineer's requirements Allowance: 8mm thick steel plate fixed to narrow ends with allowance for incorporated site salvaged artefacts Anti Skate: & BMX fixtures at 1200mm spacings		The Outer Circle Mews
LF-03.2	SITE SALVAGED BRICK PLATFORM - 1080mm LENGTH UNIT	Description: Site salvaged recycled brick platform - 1080mm unit Dimensions: 1080mm length x 1000mm wide x 460mm high Brick work size: 230mm length x 110mm wide x 76mm high Installation Pattern: 'Stretcher Bond' with long sides horizontal on wall Brick Colour: TBC. Varied from Adjacent Paving Footings: To engineer's requirements Allowance: 8mm thick steel plate fixed to narrow ends with allowance for incorporated site salvaged artefacts Anti Skate: & BMX fixtures at 1200mm spacings		The Outer Circle Mews
LF-04.1	CUSTOM TIMBER TABLE	Description: Custom curved timber table Dimensions: As shown length x 1200mm wide x 750mm high Frame: Stainless steel with brushed finish Table Top Battens: Steam bent 80mm high x 40mm wide x 8mm spacings Australian Hardwood Table Top Dimension: 1200mm wide x 2850mm curved Footings: Concealed, counter sunk, stainless steel, tamper proof Timber Finish: Pigmentless oil Footing: To engineer's requirements		Level 3 The Paper Trail Gardens
LF-05.1	CUSTOM PRECINCT FURNITURE SUITE WITH BACKREST SEATING COMBINATION WITH SLIM WALL	Description: Stainless steel bench / seat with timber battens Dimensions: 3500mm length x 750mm wide x 900mm high Frame: Stainless steel Feature framing: 76mm wide x 6mm thick galvanised feature straps & armrests Base: Stainless steel Horizontal Seating Battens: 185mm high x 80mm wide x 8mm spacings Australian Hardwood Backrest Dimension: 460mm high x length varies with 15° incline Vertical Backrest Battens: 80mm high x 185mm centred, run with 15° incline x 8mm spacings Australian Hardwood Footings: Concealed, counter sunk, stainless steel, tamper proof Footing: Sub surface Timber Finish: Pigmentless penetrative oil Anti Skate fixtures at 1200mm spacings	NO IMAGE	Yarrowee Lane Heidelberg Road
LF-06.1	PROPRIETARY TABLE SETTING FREESTANDING	Description: Round table with 4No. dining chairs Colour: Black powdercoated steel Product: Jardin Way RUBY round table with Jardin 'Coral LIMA' dining chairs Fixing: varies		The Village Square Level 1 The Terrace Level 3 The Paper Trail Gardens Level 3 Residential Gardens
LF-07.1	SALVAGED PAPER ROLLER ELEMENT WITH CLEAR SEALANT	Description: Salvaged paper roller element partially submerged into pavement Dimensions: Various sizes high x 4700mm length Finish: Clear sealant and anti graffiti treatment Base: Concrete Features: Sunk into 30% into ground surface Footing: To engineer's requirements Allowance: In poor condition, allow through reconditioning and made safe to relevant Graffiti resistant coating: Apply permanent graffiti resistant coating as per supplier's requirements. Australian Standards: Surface finish LED strip lighting along length		The Village Square
LF-08.1	WATER JETS IN STAINLESS STEEL GRATE FLUSH TO PAVEMENT	Description: Water feature with 8 no. jets in custom stainless steel grate flush to surrounding pavement Overall Dimension: Stainless steel 2850mm DIA Drainage: Allow integrated drainage into feature. Refer Civil Engineer Documentation Slip Resistance Classification: Slip Resistance: P5 or R12 Allowance: To be coordinated with water feature designer. Allowance for minimum 6no. water jets and water pump, filter and tank system		The Village Square
LF-09.2	STAINLESS STEEL SQUARE TREE GRATE FLUSH TO PAVEMENT	Description: Stainless steel tree grate flush to pavement Dimensions: 1000mm x 1000mm Opening: 800mm DIA Frame: Stainless steel with brushed finish Nominee Product: Glypteen 'Cluta' Allowance: Custom pattern design		The Village Square
LF-09.3	STAINLESS STEEL SQUARE TREE GRATE FLUSH TO PAVEMENT	Description: Stainless steel tree grate flush to pavement Dimensions: 1000mm x 1000mm Opening: 800mm DIA Frame: Stainless steel with brushed finish Nominee Product: Glypteen 'Cluta' Allowance: Custom pattern design		Yarrowee Lane
LF-09.1	BICYCLE HOOP (STANDARD) CITY OF YARRA	Description: City of Yarra: Bike Hoop Refer to Yarra Standard Detail YSD1-006		The Village Square The Outer Circle Mews
LF-10.1	STAINLESS STEEL HANDRAIL WITH UNDER LED TO UNDERSIDE	Description: Stainless steel handrail with internal lighting Handrail Dimensions: 48mm Dia. x 2mm thick / 1000mm high Material: SS Finish: Brushed finish Lighting: Allowance for Linear LED Lighting inside of handrail Fixing: Concealed fixings to surfaces		The Village Square
LF-10.2	STAINLESS STEEL TOD BUTTONS	Description: Stainless steel tactile ground surface indicator buttons Dimensions: 35mm dia. x 4.5mm high approx., conforming with AS 1428 Product: STS2. Stainless Classic Material: 316 marine grade satin stainless steel surround - smooth finish Slip Resistance & Luminance Test Classifications: Wet Pendulum Test Mean (BPN) Slip Resistance: Dry Value ≥ 54 When Tested Over 76mm Diameter PTFE Disks. Luminance Value Mean Wet Value ≥ 40. Mean Dry Value ≥ 4 Cd/m² Requirement: Discrete Stainless Steel Tactile require a 60% luminance contrast with that of its surrounding substrates to achieve compliance with AS 1428.4		Heidelberg Road Yarrowee Lane
LF-11.1	STAINLESS STEEL BIN ENCLOSURES WITH CUSTOM PATTERN PERFORATIONS	Description: 1No. rubbish & 1No. recycling bin enclosures (set) Capacity: Accommodates 120L bin Material: Enclosure: Stainless steel Finish: Dulux powder coated colour: black Nominated product: 'Flight' bin enclosure by Street and Garden Fixing: Bolt down base plate fixed to pavement with spacer to level out enclosure		The Village Square The Outer Circle Mews
LF-11.2	STAINLESS STEEL BIN2	Description: 1No. rubbish bin & 1No. recycling bin with removable cover (set) Material: hot-dip galvanised steel Nominated Product: Eco 'VIP27' Capacity: 240L Fixing: Bolted hot-dip galvanised base/flange plate Finish: polyester powder coating (SR 70 S) Allowance: LED lighting unit in aluminium		Level 1 The Terrace Level 3 The Paper Trail Gardens Level 3 Residential Gardens
	CITY OF YARRA STANDARD(LITTER & RECYCLING BIN ENCLOSURE)	Description: City of Yarra: Standard Litter & Recycling Bin Enclosure		TBC
LF-12.1	DRINKING FOUNTAIN	Description: Stainless steel drinking fountain with powdercoated body Material: SS Finish: Dulux powder coated colour: black Features: Wheelchair accessible. Drinking spout 35dBa-44A spout. Water filler. Dog bowl. Nominated product: 'Flight' drinking fountain by Street and Garden		The Village Square Level 1 The Terrace
	CITY OF YARRA STANDARD DRINKING FOUNTAIN	Description: City of Yarra: Standard Drinking Fountain		TBC
LF-13.1	RETRACTABLE BOLLARD	Description: Mechanical retractable bollard Manual assisted lift retractable bollards Material: Stainless steel tube, grade 304 rolled. Powder body Nominated Product: LOCA Manual assisted lift retractable bollard 'MR600' Finish: Dulux powder coated colour: black Dimensions: 900mm high x 150mm OD, 1000mm OTS		The Outer Circle Mews
LF-14.1	CUSTOM PATTERN GRATED TRENCH	Description: Custom pattern grated trench Dimensions: Refer to civil documentation Frame: Ductile iron Nominated Product: ADO 'Freestyle' grate Allowance: Custom pattern design		The Village Square The Outer Circle Mews Heidelberg Road
LF-14.2	SERVICE LIDS	Description: Custom pattern square grated service pit lids Dimensions: Refer to civil documentation Note: Refer Service Engineer's documentation. All lid's to be recessed in with paving inside	NO IMAGE	The Village Square The Outer Circle Mews Heidelberg Road Yarrowee Lane Level 1 The Terrace Level 3 The Paper Trail Gardens Level 3 Residential Gardens
LF-16.1	LIGHTWEIGHT CONCRETE CUSTOM POT	Description: Timber slat raised Vegetable Garden Dimensions: 900mm high x 2500mm wide Timber: TBC Allowance: Extra over for high quality workmanship and finish - high priority area		Level 7 Rooftop
LF-16.1	TIMBER AND STEEL FRAMED PLAY TOWER	Description: Custom timber and steel framed play tower Dimensions: ~3750mm high (no) levels play tower Features: Balconies, rope bridge between large and small towers. Space underneath large tower Allowance for heritage interpretation element / incorporation of site salvaged artefact		Level 3 Residential Gardens
LF-20.1	WIND MITIGATION ARBOUR STRUCTURE	Arbour structures currently being reviewed and developed. Town Planning Design will be submitted for approval prior to endorsement NOTE: WIND MITIGATION STRUCTURE/SCULPTURES AS PER WPAC REPORT, TO FUTURE DETAIL, (APPROX 1.5m DIA., 5.6m HIGH)	NO IMAGE	The Outer Circle Mews
LF-21	FEATURE METAL BENCH ALLOWANCE FOR SITE SALVAGED ARTIFACT INCORP.	Description: Feature rolled metal bench Material: Bronze plated steel Dimensions: 800mm high x 600mm wide x 12mm thick x length varies Features: Transitions of width from seating height into PV-02.1 FEATURE METAL SURFACE INLAY. ALLOWANCE FOR SITE SALVAGED ARTIFACT INCORP. width happens within vertical movement. Anti slip coating Support Frame: Concealed galvanised frame. All visible elements to be painted		The Outer Circle Mews Level 3 The Paper Trail Gardens
LF-21	ELECTRIC BBQ	Description: Christies Electric BBQ in Level 2 Communal Garden Material: Stainless Steel Dimensions: 900mm H x 1800mm Lx 1100mm WD Features: Double Cooktop		Level 02

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8/11/20	06	UPDATED FOR DISCUSSION
8/26/20	07	ISSUED FOR STC AMENDMENTS
7/9/20	08	ISSUED FOR STC AMENDMENTS
9/9/20	09	ISSUED FOR STC AMENDMENTS
7/10/2020	10	ISSUED FOR STC AMENDMENTS
14.09.2020	11	ISSUED FOR STC AMENDMENTS

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M18059
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DRAWING

SCHEDULE

DRAWN	CHECKED	SCALE A1	SCALE A3
RW	AMP	NA	NA

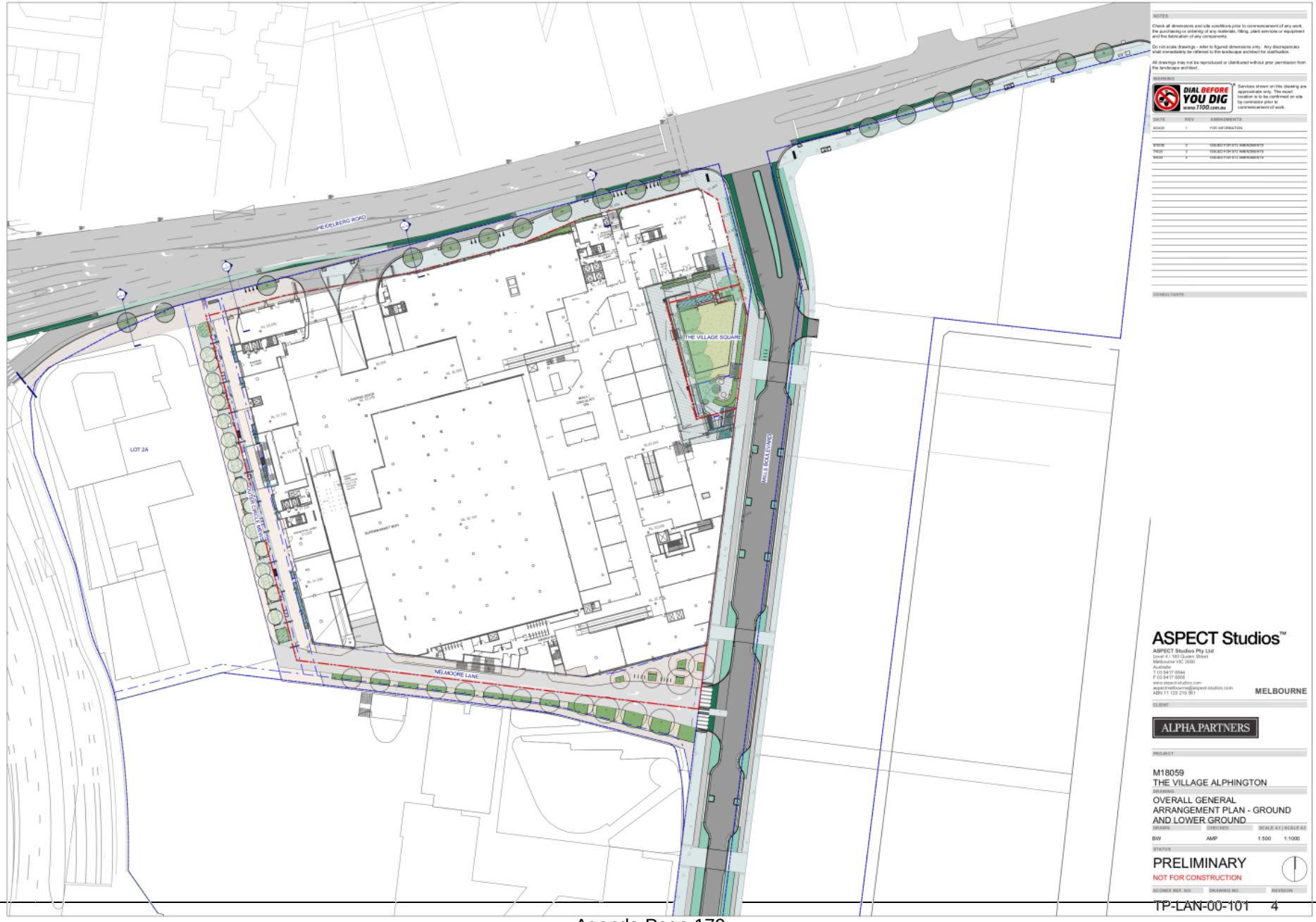
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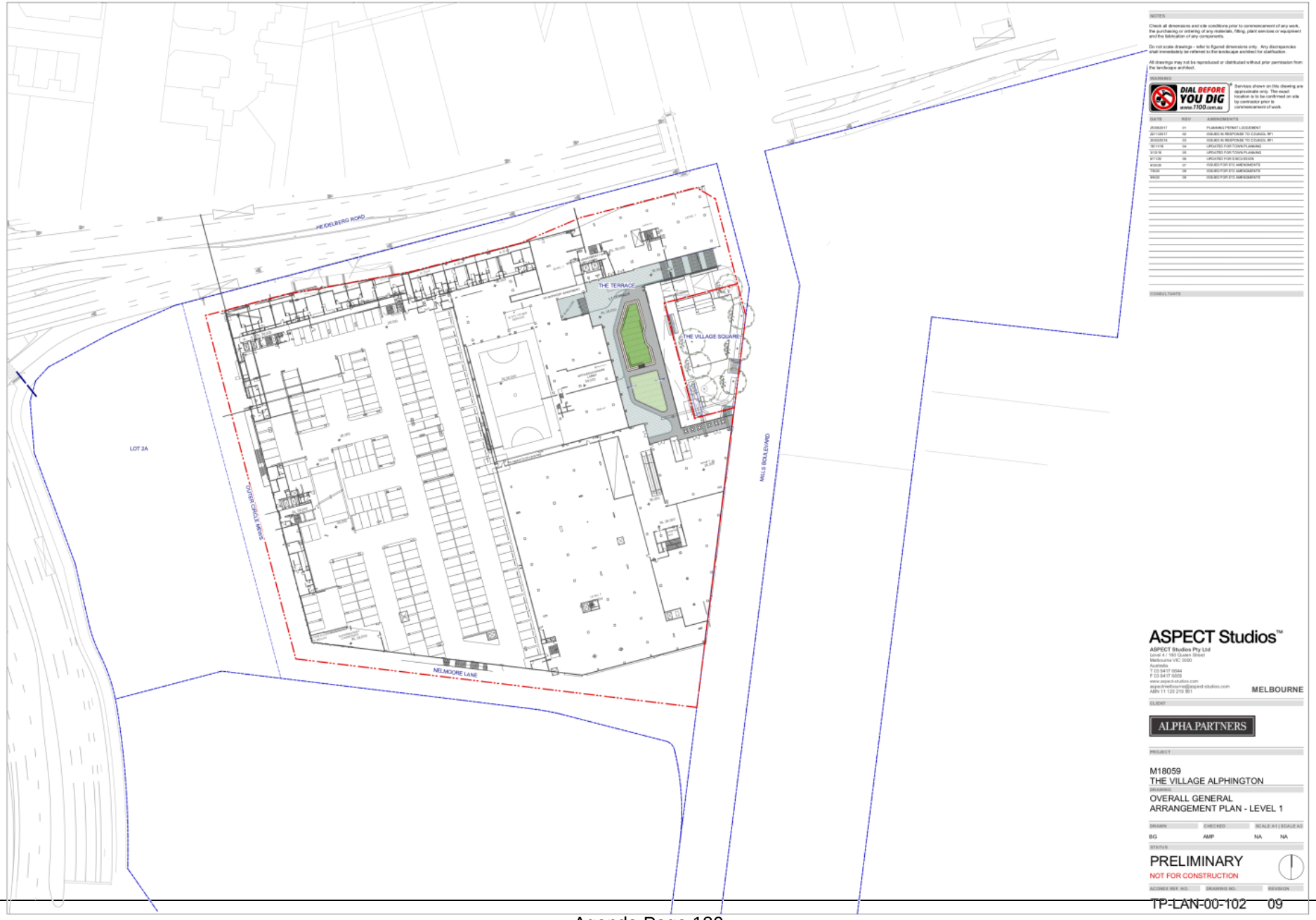
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ACONEX REF. NO.	DRAWING NO.	REVISION
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Attachment 3 - Landscape Plans



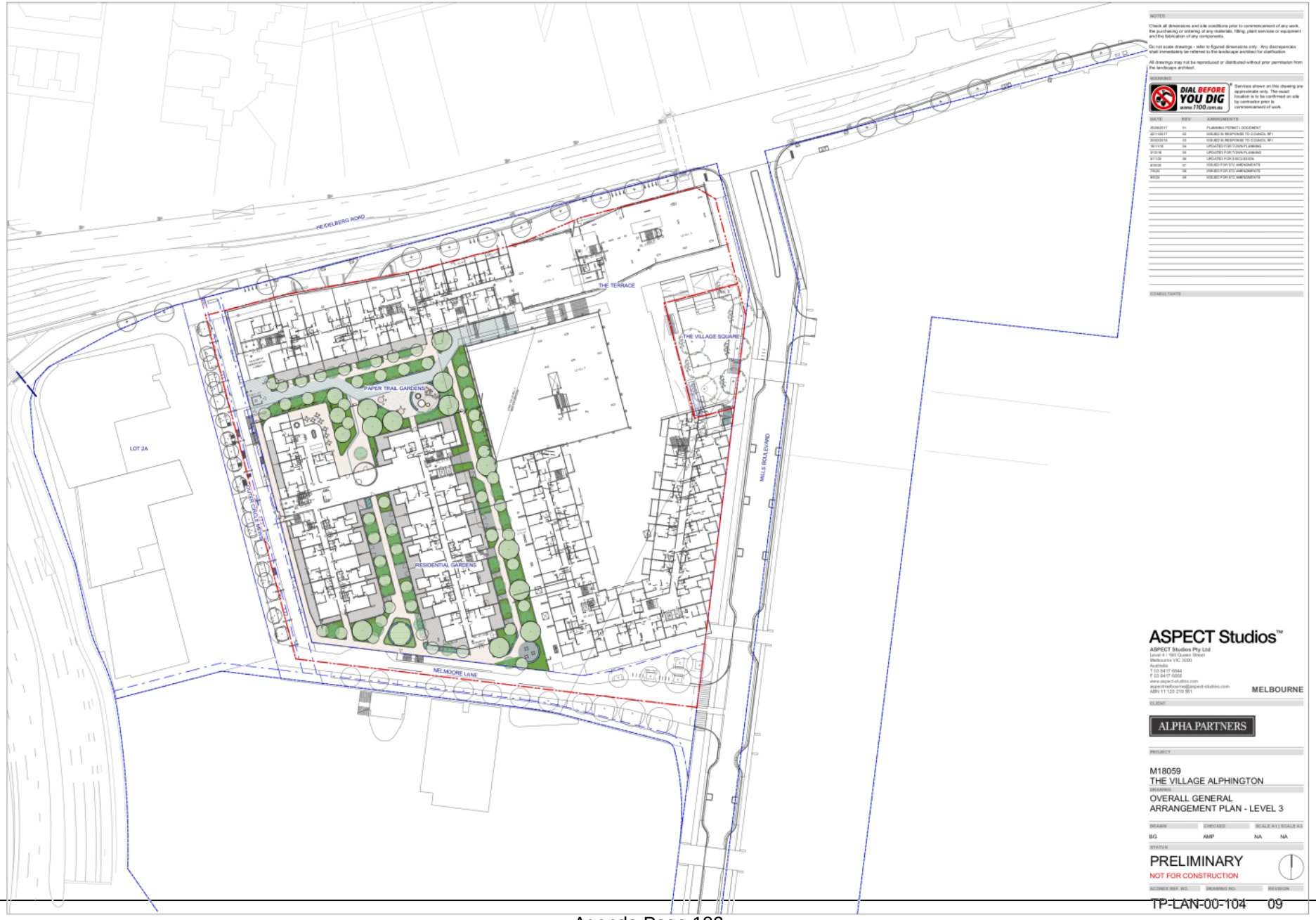
Attachment 3 - Landscape Plans



Attachment 3 - Landscape Plans



Attachment 3 - Landscape Plans



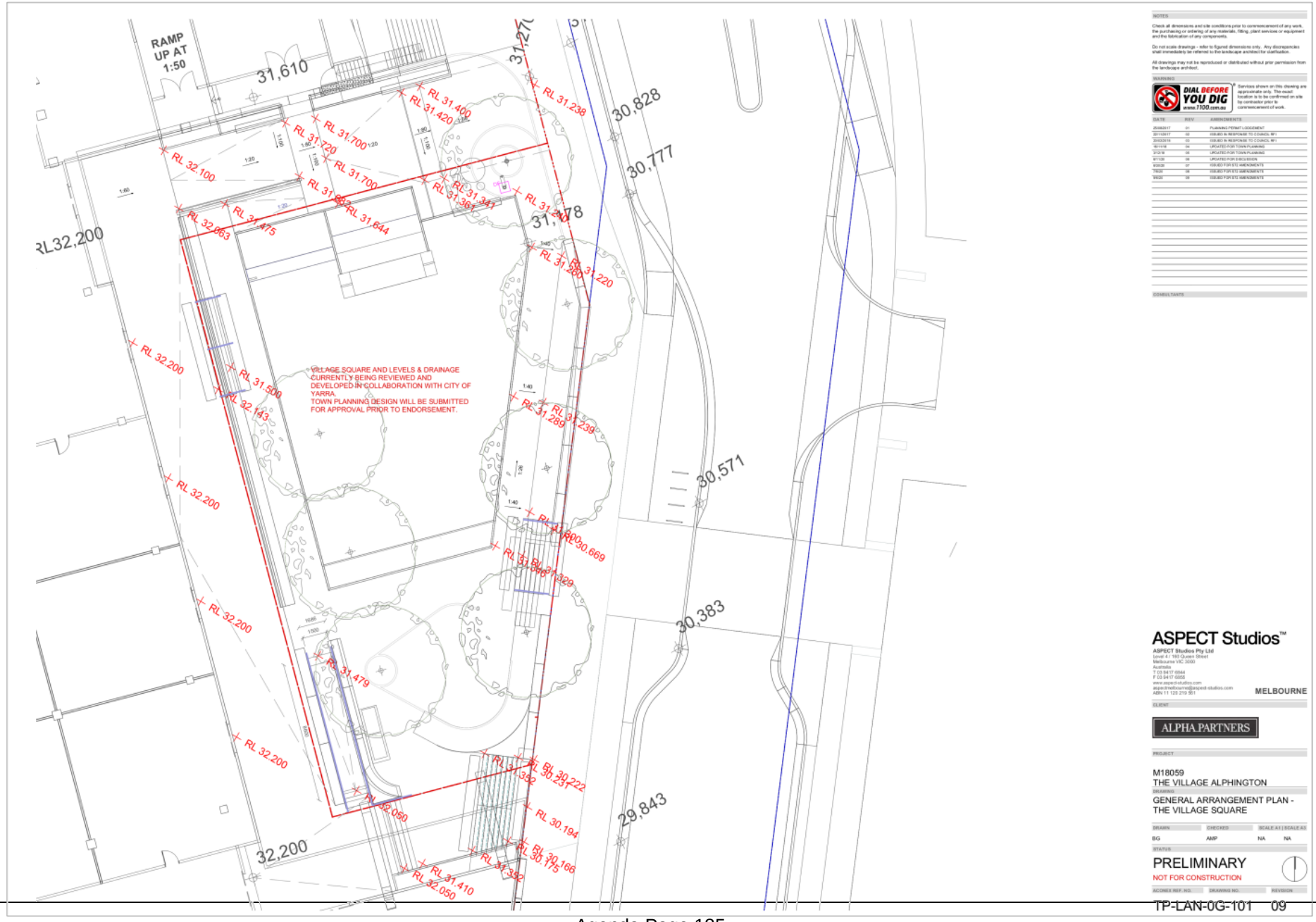
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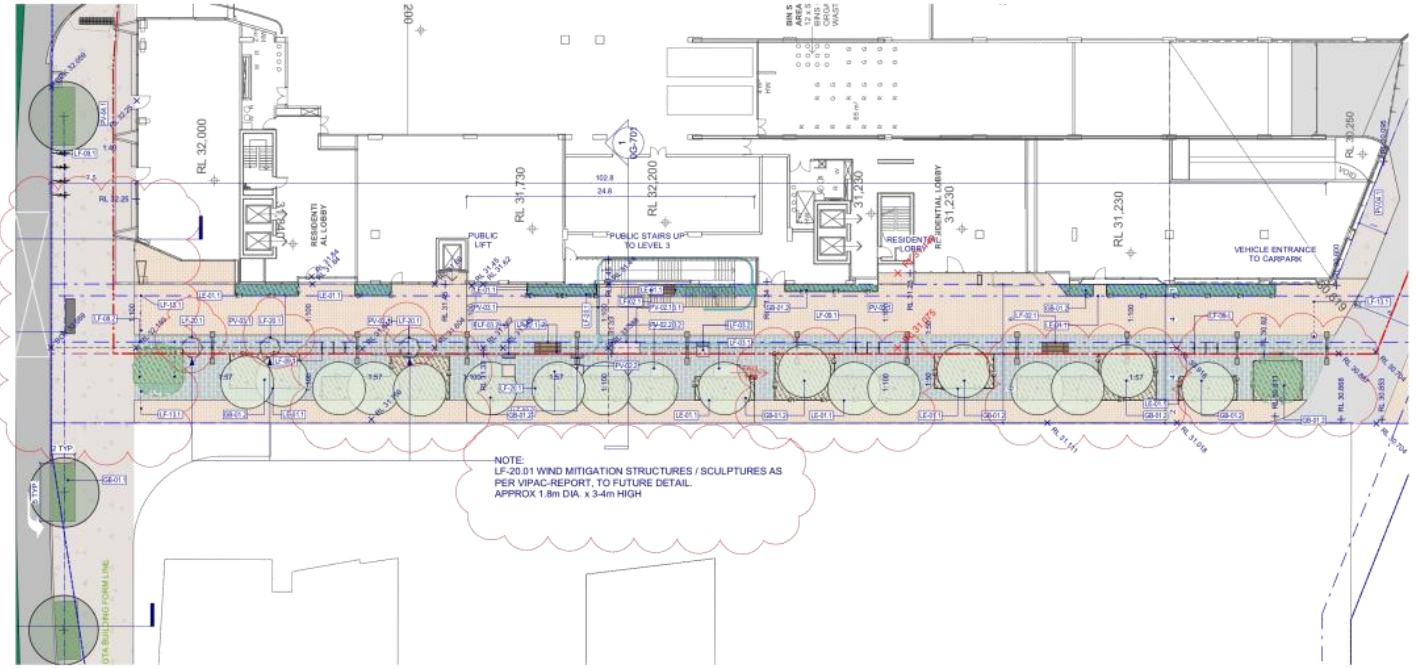
Attachment 3 - Landscape Plans



Attachment 3 - Landscape Plans



Attachment 3 - Landscape Plans



1 GENERAL ARRANGEMENT - OUTTER CIRCLE MEWS
1:200 A1

NOTES

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GENERAL ARRANGEMENT PLAN - THE OUTER CIRCLE MEWS

DRAWN	CHECKED	SCALE A1	SCALE A3
BG	AMP	NA	NA

STATUS

PRELIMINARY
NOT FOR CONSTRUCTION

ACONEX REF. NO.	DRAWING NO.	REVISION
	TP-LAN-0G-102	10

Attachment 3 - Landscape Plans



Attachment 3 - Landscape Plans

VILLAGE SQUARE CURRENTLY BEING
REVIEWED AND DEVELOPED IN
COLLABORATION WITH CITY OF YARRA.
TOWN PLANNING DESIGN WILL BE SUBMITTED
FOR APPROVAL PRIOR TO ENDORSEMENT.

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DRAWING

SECTIONS - VILLAGE SQUARE AA

DRAWN	CHECKED	SCALE A1	SCALE A3
BG	AMP	NA	NA

STATUS

PRELIMINARY
NOT FOR CONSTRUCTION

ACONEX REF. NO.	DRAWING NO.	REVISION
	TP-LAN-0G-701	03

Attachment 3 - Landscape Plans

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SECTIONS - VILLAGE SQUARE BB

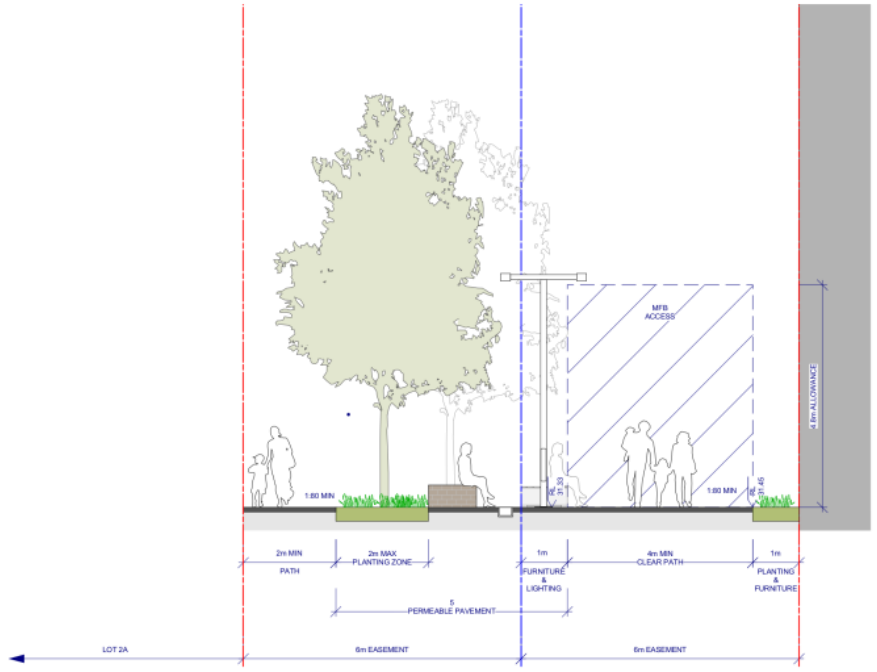
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NOT FOR CONSTRUCTION

ACONEX REF. NO.	DRAWING NO.	REVISION
	TP-LAN-0G-702	03

Attachment 3 - Landscape Plans



1 SECTION OUTTER CIRCLE MEWS
1:50 A1

NOTES

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SECTIONS - OUTER CIRCLE MEWS

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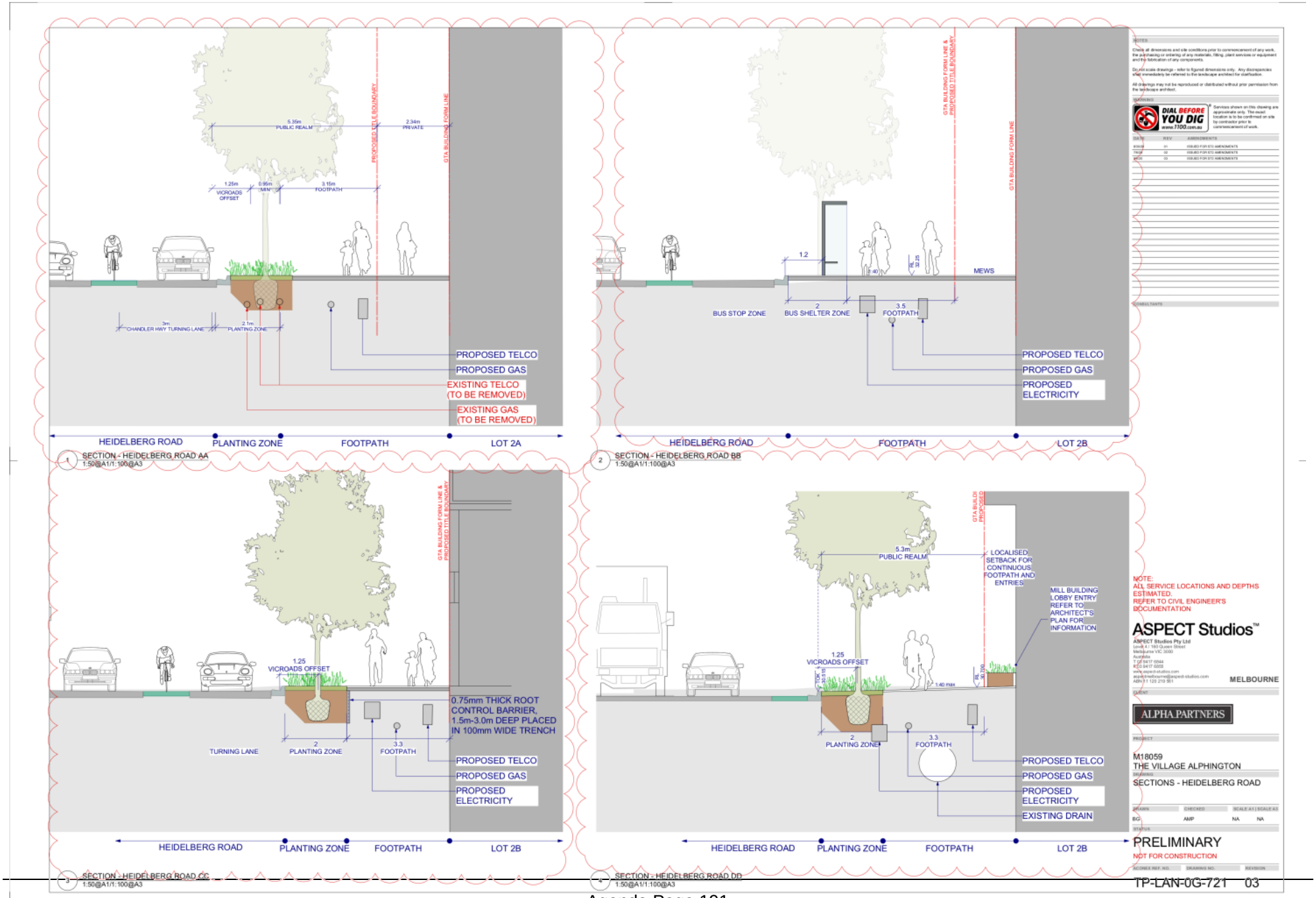
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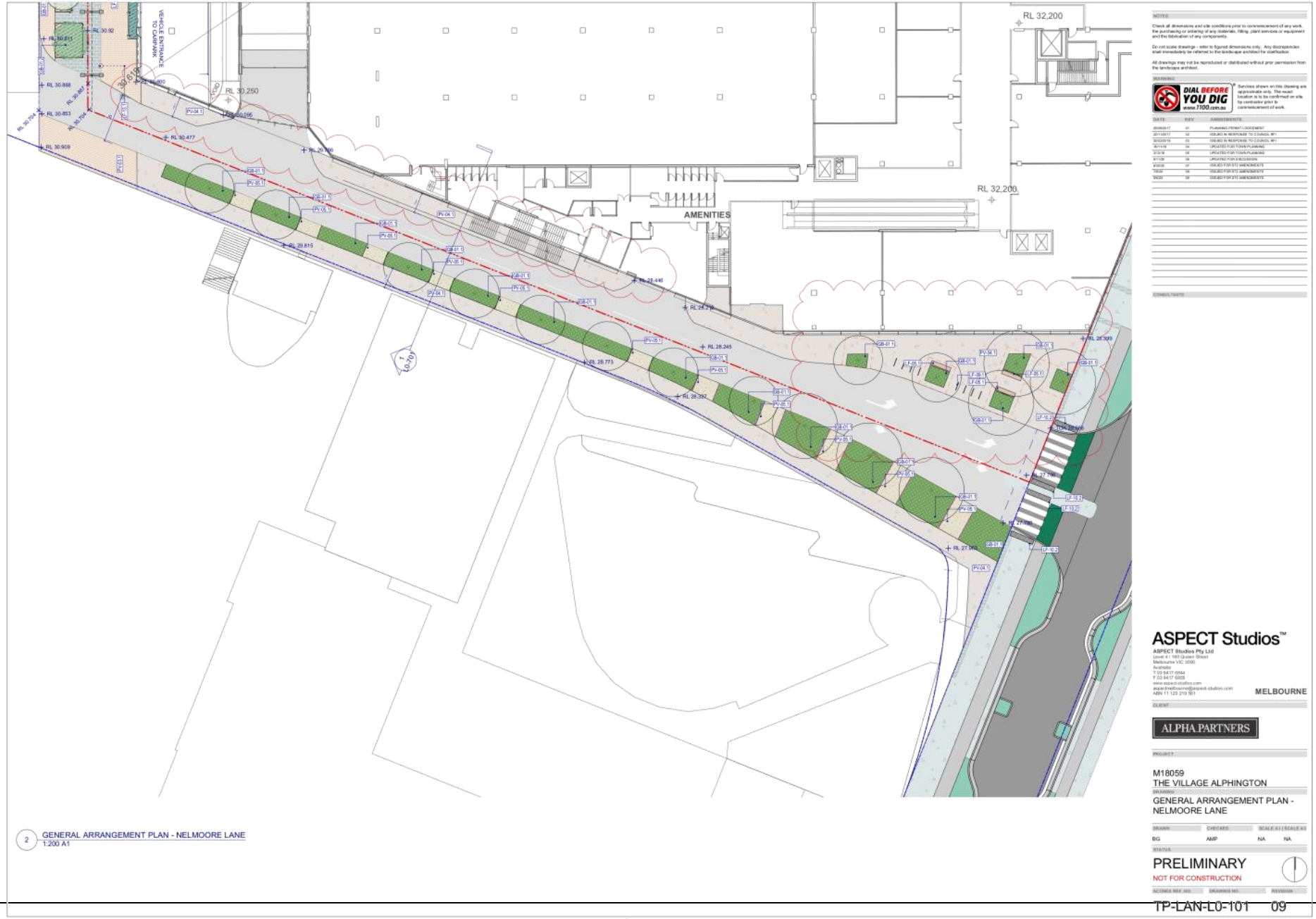
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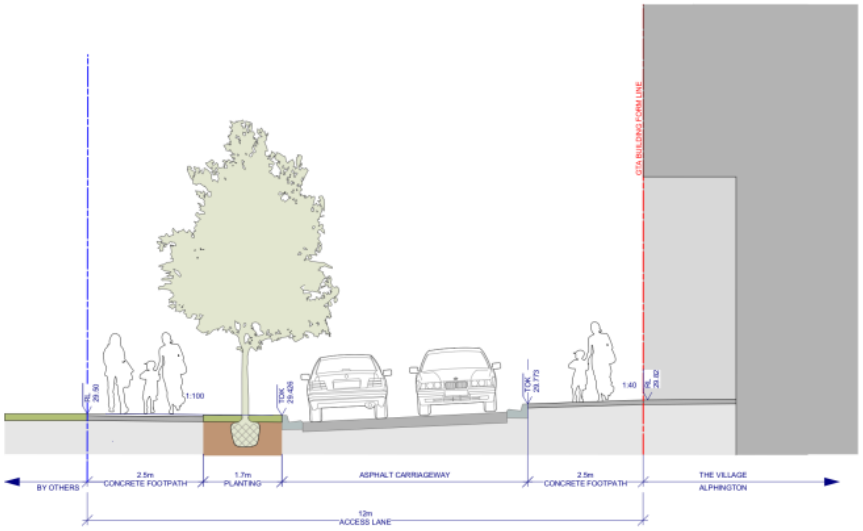
Attachment 3 - Landscape Plans



Attachment 3 - Landscape Plans



Attachment 3 - Landscape Plans



1 SECTION NELMOORE LANE
1:50 A1

NOTES

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SECTIONS - NELMOORE LANE

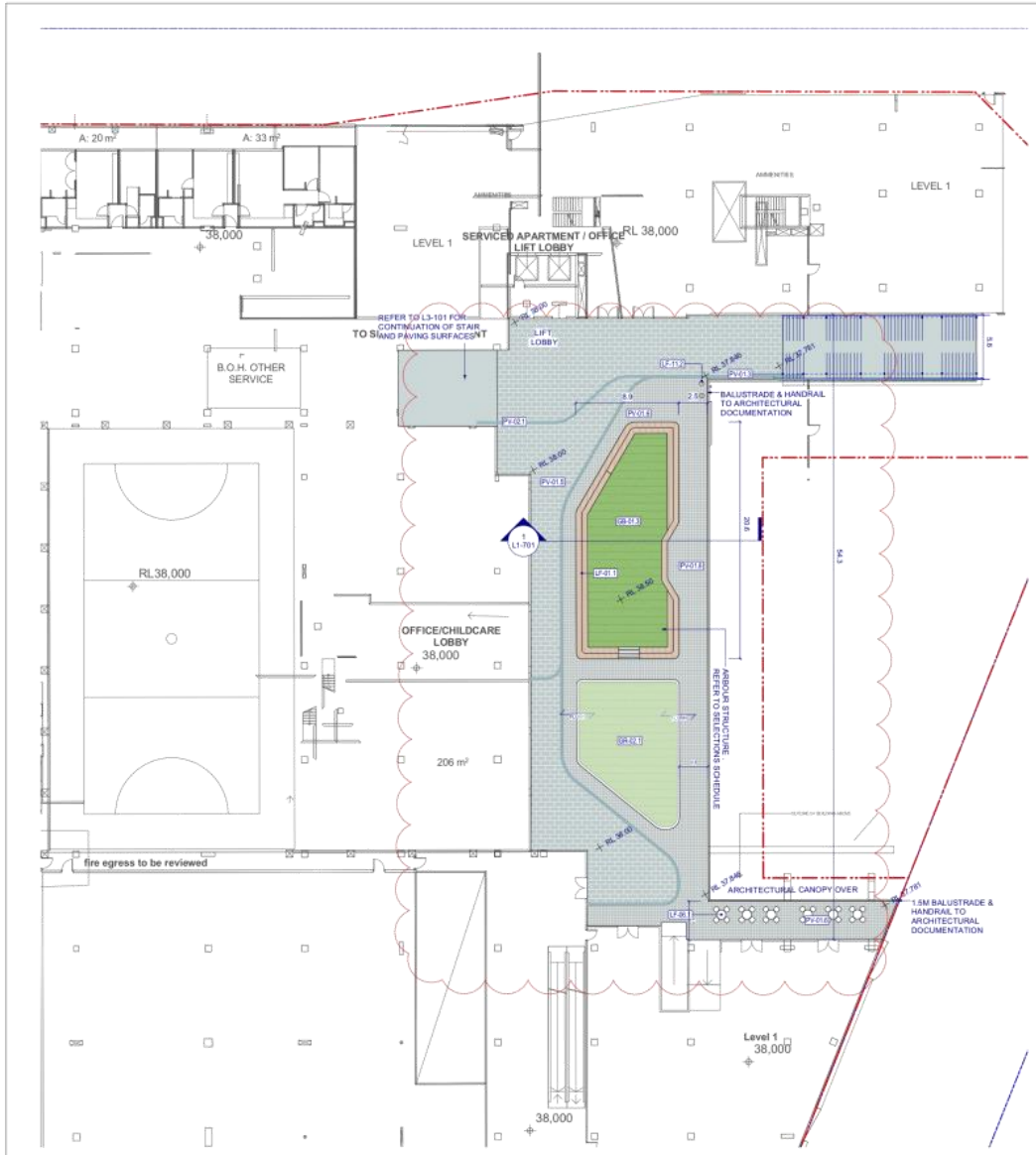
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ACONEX REF. NO.	DRAWING NO.	REVISION
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Attachment 3 - Landscape Plans



1 GENERAL ARRANGEMENT PLAN - LEVEL 01
1:200 A1

NOTES

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8/11/18	06	UPDATED FOR D-RECISSION
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7/8/19	08	ISSUED FOR STC AMENDMENTS
9/9/19	09	ISSUED FOR STC AMENDMENTS

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DRAWING

GENERAL ARRANGEMENT PLAN - LEVEL 1

DRAWN	CHECKED	SCALE A1	SCALE A3
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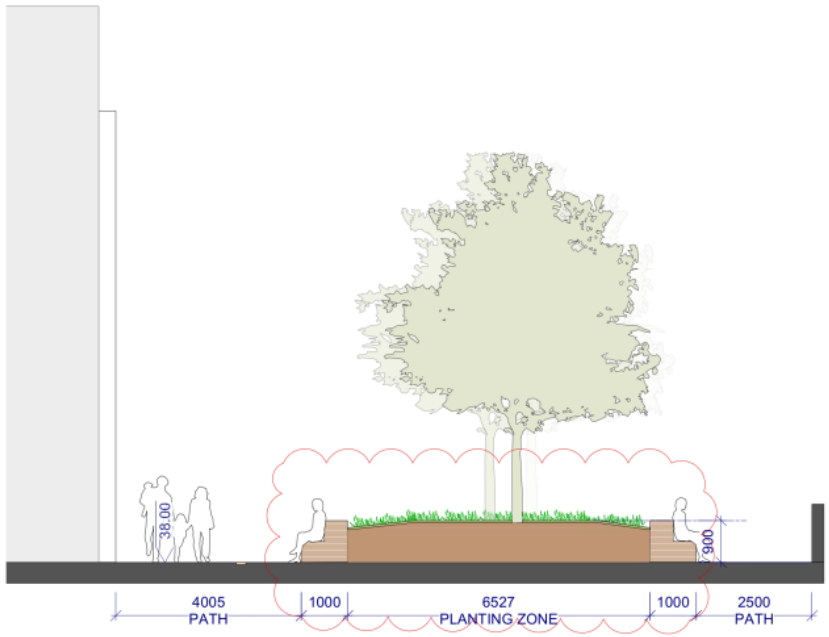
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Attachment 3 - Landscape Plans



1 SECTION L1
1:50 A1

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SECTIONS - L1

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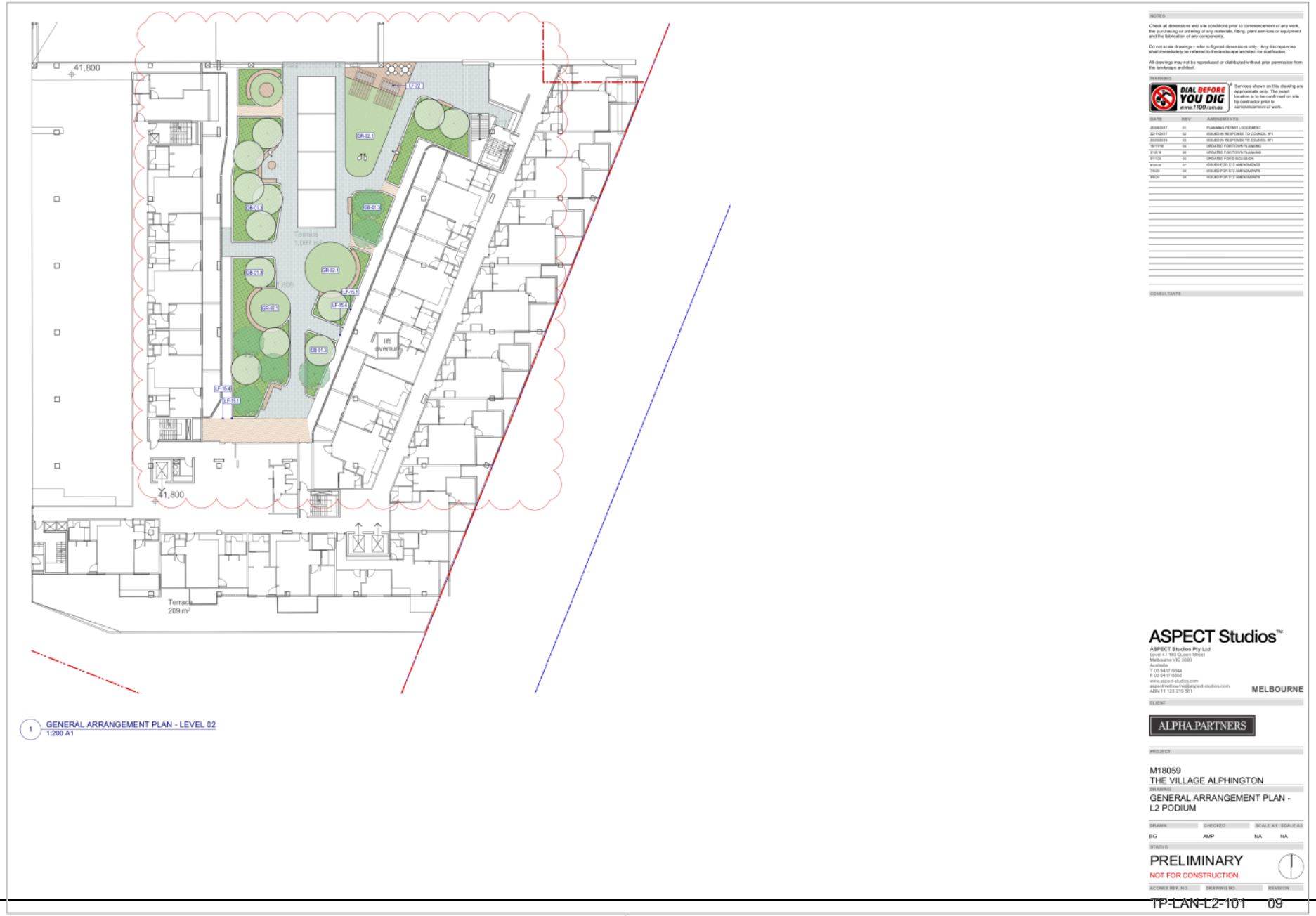
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Attachment 3 - Landscape Plans



Attachment 3 - Landscape Plans



1 GENERAL ARRANGEMENT PLAN - LEVEL 03 PAPER TRAIL
1:200 A1

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9/9/20	09	ISSUED FOR STC AMENDMENTS

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GENERAL ARRANGEMENT PLAN - L3 PAPER TRAIL GARDENS

DRAWN	CHECKED	SCALE A1	SCALE A3
BG	AMP	NA	NA

STATUS

PRELIMINARY
NOT FOR CONSTRUCTION

ACONEX REF. NO. | DRAWING NO. | REVISION

TP-LAN-L3-101 09

Attachment 3 - Landscape Plans



1 GENERAL ARRANGEMENT PLAN - LEVEL 03 RESIDENTIAL GARDENS
1:200 A1

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GENERAL ARRANGEMENT PLAN - L3 RESIDENTIAL GARDENS

DRAWN	CHECKED	SCALE A1	SCALE A3
BG	AMP	NA	NA

STATUS

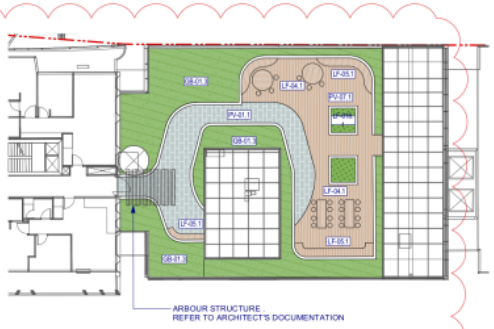
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ACCESS REF. NO.	DRAWING NO.	REVISION
	TP-LAN-L3-102	09

Attachment 3 - Landscape Plans



1 GENERAL ARRANGEMENT PLAN - LEVEL 07 ROOFTOP
1:200 A1



2 GENERAL ARRANGEMENT PLAN - LEVEL 08 ROOFTOP
1:200 A1

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8/11/19	06	UPDATED FOR D.RESSION
8/05/20	07	ISSUED FOR STC AMENDMENTS
7/8/20	08	ISSUED FOR STC AMENDMENTS
9/9/20	09	ISSUED FOR STC AMENDMENTS

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MELBOURNE

CLIENT

ALPHA PARTNERS

PROJECT

M18059
THE VILLAGE ALPHINGTON

DRAWING

GENERAL ARRANGEMENT PLAN - L7&8 - ROOFTOPS

DRAWN	CHECKED	SCALE A1	SCALE A3
BG	AMP	NA	NA

STATUS

PRELIMINARY

NOT FOR CONSTRUCTION

ACONEX REF. NO.	DRAWING NO.	REVISION
	TP-LAN-L7-101	09

Attachment 4 - Existing Planning Permit PLN17/0703

Helping you understand your planning needs

PLANNING PERMIT (Amended) (Corrected)

Permit No: PLN17/0703

Planning Scheme: Yarra

Responsible Authority: City Of Yarra

ADDRESS OF THE LAND:

626 Heidelberg Rd Alphington VIC 3078

THE PERMIT ALLOWS:

For the purpose of the following, in accordance with the endorsed plan(s).

Use and development of the land for a mixed use development containing dwellings, supermarkets, shops, food and drink premises, office, restricted recreation facility (gym), childcare centre, education centre (primary school), serviced apartments and place of assembly and a reduction in the car parking requirements and creating access to a Road Zone Category 1 Road generally in accordance with the Development Plan, generally in accordance with the plans and reports noted previously as the "decision plans

THE FOLLOWING CONDITIONS APPLY TO THIS PERMIT:

1. Before the development commences, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of this permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be generally in accordance with the decision plans prepared by NH Architects and Bird de la Coeur dated 30 January 2019 (Received 1 February 2019) but modified to show:

   Design

   (a) At least three of the display cabinets replaced with clear glazed windows along the Heidelberg Road frontage to the supermarket;
   (b) Level 1 of the podium car park be sleeved with apartments for the full length of the Outer Circle Mews, apart from the area accommodating the stairwell, with the option to relocate apartments from Level 2;
   (c) Extend the northern wall of the shop of the Mill Building to the building line (Heidelberg Road) above, subsequently removing the terrace area setback;

   ESD

Date: 05 June 2018

Amy Hodgen
Signature for the Responsible Authority

Planning and Environment Regulations 2015 No. 33/2015 Form 4 Sections 63, 64, 64A and 86

For more information call 9205 5555 or visit **www.yarracity.vic.gov.au**

(d) Additional external shading systems applied on all east, west and north facing facades of the Urban Anchor and Living Matrix as required by the additional heat load testing pursuant to Condition 10(a);
(e) location and size of the water tank;
(f) roof plan showing location of all solar panels;
(g) provision and location of a minimum of 40 electric vehicle charging points;

Materials

(h) an updated schedule of external colours and materials, including samples (where appropriate). The schedule must show:
  (i) thumb nail sketches of key elements of the façade for all buildings;
  (ii) coloured elevations of all buildings including coloured perspectives for all key interfaces reflective of the proposed colours and materials;
  (iii) Colour schedule on TP-2E-803 updated to reference the colour of FM-51 as bronze;
  (iv) Podium to the western end of Nelmoore Lane to be composed of brick snap (PR-51) rather than concrete formliner (PR-56);
  (v) Bicycle storage area on the lower ground level to provide clear glazing to Mills Boulevard;
  (vi) Graffiti proof materials to all ground floor publically accessible areas;

Bike and Car Parking

(i) A minimum of 20% of spaces within any secure bicycle facility provided as horizontal rails in accordance with AS2890.3;
(j) Staff bicycle parking increased to 115 spaces;
(k) School bicycle storage to facilitate a minimum of 50 bicycle spaces
(l) End of trip facilities to provide a minimum of 12 showers;
(m) School bicycle storage area increased
(n) Width of the vehicle entrances to Nelmoore Lane;
(o) Dimensions of internal vehicle ramps;
(p) Ramp grades for the first 5m from Heidelberg Road to be specified for the vehicle access ways from Heidelberg Road;
(q) Car space dimensions to comply with the design guidelines within clause 52.06-9 of the Yarra Planning Scheme;
(r) Lower ground basement to be extended to accommodate any additional car parking as a result of a loss of car parking elsewhere;

General

(s) Location of mail collection areas to be clearly shown;
(t) Provision of a commercial lobby area with clear glazing and entry from Mills Boulevard at the Lower Ground level toward the southern end, north of the shop tenancy;
(u) Sections of the mesh fence to the school playground within 9m of the balconies associated with the Urban Anchor building to provide a maximum transparency of 25% to a height of 1.7m above the finished floor level of the school playground;
(v) Full extent of the site to be shown i.e. south-east corner of Nelmoore Lane, including the 16 bicycle spaces;
(w) Notation confirming all habitable rooms are fitted with an operable window (in addition to sliding doors);
(x) Balconies to the north-facing apartments within the Urban Anchor building to achieve an average width of 1.8m for single bedroom dwellings and 2m for any two bedroom dwellings; without reducing the northern setback;

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(y) Minimum widths of living areas to be shown in accordance with Standard D24 of Clause 58 of the Yarra Planning Scheme;
(z) Standard D20 (storage) of Clause 58 of the Yarra Planning Scheme to be met for all dwellings;
(aa) Remove reference to the landscaping along the building line fronting Heidelberg Road;

Community Facilities

(bb) Community Facilities on Level 1 to be shown in accordance with the Architectus Plan Drawing DA1010 dated 18 October 2018 but further modified to show/include:
(i) Gross Floor Area of the 'Community 3' space ("warm shell") increased to a minimum of 1,000sqm;
(ii) Roller door provided from 'Hall Store 18' to the stadium ('MPC 1);
(iii) Rename the 'Community 3' space as 'Warm Shell' and 'Flexible Space 4' as 'Community space';
(iv) Extend the northern wall of 'Store 12' to the column to the north (i.e. to align with Kitchen 11);
(v) 'Store 12' divided to serve both the 'Community 3', and the 'Flexible Space 4', including provision for a door to the foyer and a dividing wall;
(vi) Delete the first door from the 'flexible space' into the restrooms;
(vii) A minimum of 1 shower to each WC/changing room 5, 13 and 14;
(viii) Swap the location of the 'Kitchen 11' with the 'F WC Changing 13' and provide serving counters to the kitchen to face both the foyer area and the 'Flexible space 4';
(ix) Provision for a partition to the 'Flexible Space 4' along Section Line S7;
(x) Photovoltaic array associated with the community facilities within the unused roof area of the school building;

Reports

(cc) any amendments as require by the endorsed landscape plan pursuant to condition 17 to be shown on plans;
(dd) any requirements as a result of the endorsed Sustainable Management Plan report pursuant to condition 10 to be shown on plans;
(ee) any requirements as a result of the endorsed acoustic report pursuant to condition 12 to be shown on plans;
(ff) any requirements as a result of the endorsed wind assessment report pursuant to condition 15 to be shown on plans;
(gg) Any amendments as required by the Road Safety Audit pursuant to Condition 70; and
(hh) Any requirements as a result of the endorsed Car Parking Management Plan pursuant to condition 64 to be shown on plans;

Ongoing Architect Involvement

2. As part of the ongoing consultant team, NH Architects and Bird de la Coeur or an architectural firm to the satisfaction of the Responsible Authority must be engaged to:
(a) oversee design and construction of the development; and
(b) ensure the design quality and appearance of the development is realised as shown in the endorsed plans or otherwise to the satisfaction of the Responsible Authority.

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Staging Plan

3. Before the development starts, a Staging plan must be submitted to and be approved to the satisfaction of the Responsible Authority. The Staging Plan must include, but not limited to, plans and information detailing any public realm works, proposed temporary treatment and use of vacant land. The development must proceed in order of the stages as shown on the endorsed plan(s), unless otherwise agreed to in writing by the Responsible Authority.

General

4. The development and uses as shown on the endorsed plans must not be altered (unless the Yarra Planning Scheme specifies that a permit is not required) without the prior written consent of the Responsible Authority.
5. Finished floor levels shown on the endorsed plans must not be altered or modified without the prior written consent of the Responsible Authority.
6. Before the buildings within a stage are occupied, or by such later date as approved in writing by the Responsible Authority, all new on-boundary walls within the applicable stage must be cleaned and finished to the satisfaction of the Responsible Authority.
7. All buildings and works must be maintained in good order and appearance to the satisfaction of the Responsible Authority.
8. All pipes, fixtures, fittings and vents servicing any building on the land must be concealed in service ducts or otherwise hidden from view to the satisfaction of the Responsible Authority.
9. Before the buildings are occupied within a stage, any wall located on a boundary facing public property within the applicable stage must be treated with a graffiti proof finish to the satisfaction of the Responsible Authority.

Sustainable Management Plan

10. Before the development commences, an amended Sustainable Management Plan (SMP) to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Sustainable Management Plan will be endorsed and will form part of this permit. The amended SMP must be generally in accordance with the Sustainable Management Plan prepared by Norman Disney Young and dated 21 November 2018, but modified to include or show:
    (a) Heat load testing to demonstrate the effectiveness of shading at the summer solstice for north-facing glazing at noon, east-facing glazing at 10am and west-facing glazing at 2pm to affected habitable rooms;
    (b) The following improvements in relation to the community facilities:
        (i) Thermal envelope with a minimum 20% improvement on NCC insulation requirements and double-glazing to windows;
        (ii) Provision for effective external shading to sun-exposed glazing;
        (iii) Operable windows to all areas, including remote window operation for highlight windows (e.g. to the multi-purpose court);
        (iv) Provision for ceiling fans including high-volume, low-speed fans (HVLS) within the multi-purpose court;
        (v) Confirmation that captured rainwater will be utilised for toilet flushing in the community facilities;
        (vi) Hot water to be solar-boosted gas, with minimum 60% boost; and
        (vii) Photovoltaic array associated with the community facilities within the unused roof area of the school building;
    (c) Bicycle numbers updated to reflect Condition 1 endorsed plans;
    (d) Evidence to demonstrate that SPEL proprietary products are effective in local Victorian conditions or provide a different approach for managing stormwater.

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(e) Use of recycled materials e.g. insulation;
(f) Recycled content of concrete and steel;
(g) Greater details of stormwater retention systems within open space areas, including cross sections (as relevant);
(h) FSC certified sustainable or recycled timber for all timber uses where ever possible on site;
(i) BESS Report as 'Published' i.e. not draft;
(j) All 'items to be marked on floor plans' within the BESS report to be clearly shown;
(k) Preliminary Section J/NABERS energy modelling as referenced in the BESS report Lighting power density provided to minimum 2019 NCC standards; and
(l) Testing of the heat loads to a sample of affected habitable rooms to demonstrate the effectiveness of shading devices at the summer solstice to for north-facing glazing at noon, east-facing glazing at 10am and west-facing glazing at 2pm.

11. The provisions, recommendations and requirements of the endorsed Sustainable Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

Acoustic Report

12. Before the development commences, an amended Acoustic Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Acoustic Report will be endorsed and will form part of this permit. The amended Acoustic Report must be generally in accordance with the Acoustic Report prepared by Norman Disney Young Pty Ltd and dated 21 November 2018, but modified to include (or show, or address):
    (a) Acoustic specifications of the external walls to the multi-purpose court to achieve reasonable external noise levels on adjacent apartment balconies;
    (b) Structure borne noise from ball bouncing within the multipurpose court and measure to address potential impacts on commercial uses below, offices on Level 2 and the school building;
    (c) Consider structure borne sound from the indoor recreational facility on surrounding commercial premises;
    (d) Lmax assessments of truck noise of delivery vehicles proposed to utilise the loading bay entrances; and
    (e) Provide adequate acoustic treatment to the community spaces and multipurpose court to enable live music/performance to protect the adjacent residential uses and the school building.
13. The provisions, recommendations and requirements of the endorsed Acoustic Report must be implemented and complied with to the satisfaction of the Responsible Authority.

Post commencement Acoustic Report

14. Within 3 months of completion of the development or at a later date to the satisfaction of the Responsible Authority, an Acoustic Report to the satisfaction of the Responsible Authority must be prepared by a suitably qualified acoustic engineer and must be submitted to and approved by the Responsible Authority. When approved, the Acoustic Report will be endorsed and will form part of this permit. The Acoustic Report must assess the following:
    (a) Noise impacts from the loading bay activity on the dwellings within the podium along Heidelberg Road;
    (b) Noise impacts from the mechanical equipment to be measured the most affected sensitive receivers locations (i.e. dwellings); and
    (c) The acoustic report must assess the compliance of the use and, where necessary, make recommendations to limit the noise impacts in accordance with the State Environment

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Protection Policy (Control of noise from industry, commerce and trade) No. N-1 (SEPP N-1) or any other requirement to the satisfaction of the Responsible Authority.

Wind Assessment Report

15. Before the development commences, an amended Wind Tunnel Test to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Wind Tunnel Test will be endorsed and will form part of this permit. The amended Wind Tunnel Test must be generally in accordance with the Wind Tunnel Test prepared by Vipac Engineers and Scientists and dated 25 October 2018, but modified to include (or show):
    (a) Assessment of the amended plans pursuant to Condition 1 of this permit;
    (b) 'Walking' rather than 'fast walking' used as the minimum acceptable criterion;
    (c) Level 1 terrace to achieve sitting criterion where outdoor dining is proposed;
    (d) Level 4 childcare terrace to achieve areas of standing and siting criteria;
    (e) Clarification of the sensor location for Location 3 i.e. whether it was shifted into the recessed entrance; and
    (f) Minimum acceptable criterion achieved for both Configurations 1 and 2 at all locations excluding vegetation.
16. The provisions, recommendations and requirements of the endorsed Wind Assessment Report must be implemented and complied with to the satisfaction of the Responsible Authority.

Landscaping

17. Before the development commences, an amended Landscape Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Landscape Plan will be endorsed and will form part of this permit. The amended Landscape Plan must be generally in accordance with the Landscape Plan prepared by Aspect Studios and dated 3 December 2018, but modified to include (or show):
    (a) Consistency with the architectural drawings pursuant to Condition 1;
    (b) Landscaping details of the Level 8 communal terrace;
    (c) Landscaping details of the school playground;
    (d) Remove landscape details for the Village Square;
    (e) Greater detail of the vertical planting proposed to the Living Edge and the podium along the Outer Circle Mews regarding plant species type, irrigation and maintenance details;
    (f) Greater detail of the steel inserts, including cross sections, demonstrating that they will not be a tripping or slipping hazard, or alternatively removal of this feature;
    (g) To Heidelberg Road:
        (i) Retaining wall relocated at the kerb side edge;
        (ii) Remove planter box adjacent to the Outer Circle Mews, maintaining a consistent avenue of trees;
        (iii) Tree species to consider impact from future location of power lines and infrastructure; and
        (iv) Details of any landscaping proposed along the building line, including details to confirm durability and maintenance;
    (h) To the Outer Circle Mews:
        (i) The cluster of four trees at each end of the Mews replaced with a single tree or alternatively greater detail regarding the capability of the planter supporting the density of planting;
        (ii) Avoid small 'left over' spaces between street furniture and garden beds;
        (iii) Greater detail of the Water Sensitive Urban Design beds including type of system and their broader connection;

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(iv) Greater detail of the windscreens e.g. materials, porosity;
(v) Provision of BMX coping/deterrents to street furniture; and
(vi) Colour variation applied to the brick plinths and pavements;

(i) To Nelmoore Lane:
  (i) Comprehensive levels and grading details;
  (ii) Pinch point along the footpath to achieve a minimum width of 2.5m between the building and the kerb;
  (iii) Improved landscape treatment within the triangular space to the south-east of the Machinery Hall created by the current amendment, including:
    a. Provision of furniture to include seating with backs and armrests that can cater for grouping of people;
    b. Introduce low planting and garden beds;
    c. bicycle hoops set back minimum of 900mm from the kerb line;

(j) To the Level 1 terrace:
  (i) Seating to be provided in clusters including details of seating capacity;
  (ii) Architectural canopies to be shown in plan and section;
  (iii) comprehensive levels and grading information;
  (iv) Clear drainage strategy (including raised planter);
  (v) Slope of the synthetic grass mount to be correctly referenced as1:3 (rather than 1:20) on section drawing TP-LAN-L1-703 (Rev 3);
  (vi) Tree species and available soil volumes nominated; and
  (vii) Ensure trees are suitably offset from the edges of planters.

18. Before the plans are endorsed, an Irrigation Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Irrigation Management Plan will be endorsed and will form part of this permit. The Irrigation Management Plan must make recommendations for:
  (a) differential demands of the vegetation within the site complying with the provisions, recommendations and requirements of the endorsed Landscape Plan; and
  (b) programmed maintenance for the irrigation system including flushing, checking systems integrity, monitoring sensors and calibration settings.
19. Before the buildings within a stage are occupied, or such later date as is approved by the Responsible Authority, the landscaping works shown on the endorsed plans relating to the applicable stage must be carried out and completed to the satisfaction of the Responsible Authority.
20. The landscaping shown on the endorsed plans must be maintained by:
  (a) implementing and complying with the provisions, recommendations and requirements of the endorsed Landscape Plan;
  (b) not using the areas set aside on the endorsed Landscape Plan for landscaping for any other purpose; and
  (c) replacing any dead, diseased, dying or damaged plants,

  all to the satisfaction of the Responsible Authority.

Village Square

21. Before the development commences, or otherwise approved by the Responsible Authority, a landscape concept plan must be submitted to and approved by the Responsible Authority. When approved, the Village Square will be endorsed and will form part of this permit. The Village Square must be generally in accordance with the landscape concept plans prepared by Aspect Studios date 3 December 2018, plan Ref. TP-LAN-0G-101 but updated to include or show:

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(a) Further information to demonstrate that significant change in levels between the square and Mills Boulevard have been avoided;

(b) Incorporate landscaping on the eastern edge of the square that will supplement the Main Street tree planting;

(c) Greater detail of corton steel elements including how they will be incidentally used and complement the space and how graffiti will be deterred;

(d) More information to confirm that the added entrance will align with the Mills Boulevard crossing;

(e) More information regarding custom seating and whether this will allow for groups to gather and interact;

(f) Additional detail provided to conform that bicycle hoops, drinking fountains and bins to Council's Standards or otherwise to the satisfaction of the Responsible Authority;

(g) Indicate location of signage to be consistent with the 'Wayfinding signage and Interpretation Strategy report' pursuant to Condition 23;

(h) Greater detail to confirm that double sided timber benches include backs and armrests;

(i) More information to confirm that there will be a clear demarcation between public and private areas, including the location of assets; and

(j) Details of a clear drainage strategy.

Section 173 Agreement – Village Square

22. Unless otherwise agreed by the Responsible Authority, prior commencement of the development authorised by this permit, the owner (or another person in anticipation of becoming the owner) must enter into an agreement with the Responsible Authority under section 173 of the *Planning and Environment Act* 1987, which provides for the following:
    (a) Before the occupation of the development approved by this permit, or at a later date to the satisfaction of the Responsible Authority, the Village Square must be substantial completed to the satisfaction of the Responsible Authority;
    (b) The cost of any incomplete works (including any associated labour and maintenance) at time of occupation of the development to be reserved as bonds, bank guarantees or similar to the satisfaction of the responsible authority;
    (c) Prior to the occupation of the development approved by this permit, or at a later date to the satisfaction of the Responsible Authority, the Village Square is to be vested with Council; and
    (d) The cost of the design and construction of Village Square, including all landscape works, any park furniture/equipment and drainage is to be borne by the permit applicant.

    The owner, or other person in anticipation of becoming the owner, must meet all of the expenses of the preparation and registration of the agreement, including the Responsible Authority's costs and expenses (including legal expenses) incidental to the preparation, registration and enforcement of the agreement.

Wayfinding and Interpretation Strategy

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23. Before the use commences, an amended Wayfinding and Interpretation Strategy to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Wayfinding and Interpretation Strategy will be endorsed and will form part of this permit. The amended Wayfinding and Interpretation Strategy must be generally in accordance with the Wayfinding and Interpretation Strategy prepared by Urban & Public and Aspect Studios and dated August 2017, but modified to include or show:
    (a) Heritage interpretation signage within the Paper Trail for the metal inlay; and
    (b) Provision of further details regarding the heritage interpretation/wayfinding elements e.g. steel paving inlay to vertical element transition.

Public Art Management Plan

24. Within 6 months of commencement of the development, a Public Art Management Plan for the display cabinets along Heidelberg Road to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Public Art Management Plan will be endorsed and will then form part of this permit. The Public Art Management Plan must include, but not be limited to:
    (a) Details of who is to manage the display cabinets, this is to be one of the following:
        (i) Art curator;
        (ii) Art gallery;
        (iii) Artist run space;
    (b) Funding arrangements to maintain the space;
    (c) Frequency that the display boxes are to be changed;
    (d) In the event that an art curator is engaged, details of display creation process to include;
        (i) A brief to be developed and open for artists' submissions, or by invitation to a group of shortlisted artists;
        (ii) The concept design submissions will be assessed by Council's Visual Arts Panel or project specific panel and one artist may be successfully selected to proceed to commission round; and
        (iii) The artist may be engaged for a further design stage or proceed straight to commission, however a fixed budget will be established and the artist contracted to deliver the project within this set fee.
25. Before the buildings within the stage that includes the public art are occupied, or by such later date as approved in writing by the Responsible Authority, the approved public art within the applicable stage must be completed. Once completed, the public art must be maintained in accordance with the endorsed Public Art Management Plan to the satisfaction of the Responsible Authority.

Lighting Plan Design

26. Before the buildings within a stage are occupied, or by such later date as approved in writing by the Responsible Authority, external lighting capable of illuminating pedestrian walkways and dwelling entrances relating to the applicable stage must be provided. Lighting must be:

    (a) located;

    (b) directed;

    (c) shielded; and

    (d) of limited intensity,

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to the satisfaction of the Responsible Authority.

27. Before the development commences, a Lighting Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The Lighting Plan must address lighting within the internal streets and other publicly accessible areas and the entrances to the approved dwellings. When approved, the Lighting Plan will be endorsed and will form part of this permit. The Lighting Plan must provide for:
    (a) A lighting scheme designed for new open roads within the curtilage of the property that complies with uniformity requirements as per standard AS1158.3.1;
    (b) The control of light spillage into the windows of existing and proposed residences to comply with the requirements of AS 4282 – 1997," Control of the obtrusive effects of outdoor lighting";
    (c) The locations of any new light poles so as not to obstruct access into private garages/off and on street parking places;
    (d) Lighting to all primary pedestrian access points to a residential property to satisfy at least level P4 as per AS 1158.3.1;
    (e) A maintenance regime for the lighting scheme within the curtilage of the property; and
    (f) The use of energy efficient luminaries and/or solar lighting technologies to reduce carbon emission if possible.
28. The provisions, recommendations and requirements of the endorsed Lighting Plan must be implemented and complied with at no cost to Council and to the satisfaction of the Responsible Authority.

Waste Management Plan

29. The provisions, recommendations and requirements of the endorsed Waste Management Plan generally in accordance with the Waste Management Plan prepared by SALT and dated 20 November 2018 must be implemented and complied with to the satisfaction of the Responsible Authority.

Community Facilities – Section 173 Agreement

30. Before the development starts, the owner (or other person in anticipation of becoming the owner) must enter into an agreement with the Responsible Authority under section 173 of the Planning and Environment Act 1987 (Act). The agreement must provide the following:
    (a) the minimum, located on Level 1:
        (i) 432sqm community space inclusive of foyer;
        (ii) 1000sqm community centre activity space ("warm shell");
        (iii) 820sqm multi-purpose court,

        All shown on the endorsed plans must be subdivided and gifted to the Responsible Authority at no cost to the Responsible Authority before the development authorised by this permit is occupied;

    (b) the owner will undertake the:
        (i) fit out of the internal 432sqm community space including kitchen, toilets and storage (to include floor covering, ceiling, wall partitioning, lighting and air conditioning);
        (ii) Delivery of a "warm shell" of 1,000sqm gross floor area, toilet facilities and storage;
        (iii) Delivery of the multi-purpose court to netball standard, including associated toilet/change room facilities and storage rooms; and
        (iv) Delivery of ESD initiatives as detailed within condition 10(b) of this planning permit;
    (c) before they are gifted to the Responsible Authority, all fit outs must be in a manner to be agreed by the owner and the Responsible Authority before the internal and where

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relevant external works commence for all fit outs, all at no cost to the Responsible Authority; and

(d) the owner (or other person in anticipation of becoming the owner) must meet all of the expenses of preparing, reviewing, executing and registering the agreement, including the Responsible Authority's costs and expenses (including legal expenses) incidental to preparing, reviewing, executing, registering and enforcing the agreement.

Use Conditions

Primary School

31. Except with the prior written consent of the Responsible Authority, no more than 300 children are permitted on the land at any one time.
32. Except with the prior written consent of the Responsible Authority, no more than 12 EFT teachers are permitted on the land at any one time.
33. Except with the prior written consent of the Responsible Authority, the use authorised by this permit may only operate between the following hours:

    (a) Monday to Sunday 6.00am to 10.00pm.

Sports Court / Pavilion

34. Except with the prior written consent of the Responsible Authority, the use authorised by this permit may only operate between the following hours:

    (a) Monday to Sunday 6.00am to 10.00pm.

Childcare

35. Except with the prior written consent of the Responsible Authority, no more than 120 children are permitted on the land at any one time.
36. Except with the prior written consent of the Responsible Authority, no more than 10 EFT Childcare teaching staff are permitted on the land at any one time.
37. Except with the prior written consent of the Responsible Authority, the use authorised by this permit may only operate between the following hours:

    (a) Monday to Sunday 6.00am to 10.00pm.

Office

38. Except with the prior written consent of the Responsible Authority, the use authorised by this permit may only operate between the following hours:

    (a) Monday to Sunday 6.00am to 10.00pm.

Retail/Shop

39. Except with the prior written consent of the Responsible Authority, the use authorised by this permit may only operate between the following hours:

    (a) Monday to Sunday 6.00am to 10.00pm.

Supermarket

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40. Except with the prior written consent of the Responsible Authority, the use authorised by this permit may only operate between the following hours:

    (a) Monday to Sunday 6.00am to 12midnight.

Food and Drink Premises

41. Except with the prior written consent of the Responsible Authority, no more than 170 patrons (distributed across all food and drink premises) are permitted on the land at any one time.
42. Except with the prior written consent of the Responsible Authority, the use authorised by this permit may only operate between the following hours:

    (a) Monday to Sunday 6.00am to 10.00pm.

Community Space - Place of Assembly

43. Except with the prior written consent of the Responsible Authority, no more than 300 patrons are permitted on the land at any one time.
44. Except with the prior written consent of the Responsible Authority, the use authorised by this permit may only operate between the following hours:

    (a) Monday to Sunday 6.00am to 10.00pm.

Gym

45. Except with the prior written consent of the Responsible Authority, no more than 386 patrons are permitted on the land at any one time.
46. Except with the prior written consent of the Responsible Authority, the use authorised by this permit may only operate between the following hours:

    (a) 24 hrs per day.

47. Before the restricted recreation facility (gym) use commences, an operation management plan must be submitted and approved by the Responsible Authority. When approved, the operation management plan will be endorsed and will form part of this permit. The operation management plan must include:

    (a) Hours that staff will be present on site;

    (b) Details of after-hours access by members; and

    (c) Details of security/safety measures/emergency contact when facility is unstaffed.

48. The provisions, recommendations and requirements of the endorsed Operation Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

Serviced Apartments

49. Before the use of the serviced apartments operates, an operation management plan must be submitted and approved by the Responsible Authority. When approved, the operation management plan will be endorsed and will form part of this permit. The operation management plan must include:

    (a) Hours that staff will be present on site;

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(b) Details of after-hours access by members; and

(c) Details of security/safety measures/emergency contact when facility is unstaffed.

50. Unless otherwise agreed by the Responsible Authority, prior commencement of the development authorised by this permit, the owner (or another person in anticipation of becoming the owner) must enter into an agreement with the Responsible Authority under section 173 of the *Planning and Environment Act* 1987, which provides for the following:
    (a) Serviced apartments to be restricted to temporary accommodation away from normal place of residence; and
    (b) Serviced apartments must be managed by a single operator and not disposed of as individual lots.

General Use Conditions

51. The provision of music and entertainment on the land must be at a background noise level excluding the community spaces unless with the prior written consent of the Responsible Authority.
52. The use and development must comply at all times with the State Environment Protection Policy – Control of Noise from Commerce, Industry and Trade (SEPP N-1).
53. The use and development must comply at all times with the State Environment Protection Policy – Control of Music Noise from Public Premises (SEPP N-2).
54. The amenity of the area must not be detrimentally affected by the development and uses including through:

    (a) The transport of materials, goods or commodities to or from the land;

    (b) The appearance of any buildings, works or materials;

    (c) The emission of noise, artificial light, vibration, smell fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil or

    (d) The presence of vermin,

    to the satisfaction of the Responsible Authority.

Road works – Section 173 Agreement

55. Unless otherwise agreed by the Responsible Authority, prior commencement of the development authorised by this permit, the owner (or another person in anticipation of becoming the owner) must enter into an agreement with the Responsible Authority under section 173 of the *Planning and Environment Act* 1987, which provides for the following:
    (a) Before the occupation of the development approved by this permit, Heidelberg Road along the site frontage must be substantially completed to the satisfaction of the Responsible Authority, including appropriate connections to the adjoining sections of Heidelberg Road;
    (b) Sections of the Heidelberg Road and Latrobe Avenue footpath that lie outside the building envelope but within the title boundaries to be vested with Council unless otherwise agreed and acceptably delineated;
    (c) Before occupation of the development approved by this permit, the sections of Heidelberg Road and Latrobe Avenue adjacent to the title boundaries must be substantially completed to the satisfaction of the Responsibility;
    (d) The cost of the design and carrying out these works to be borne by the owner of the land;

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(e) Publicly accessible pedestrian links (Paper Trail, Outer Circle Mews and Nelmoore Lane) to remain unobstructed and maintained in good order to the satisfaction of the Responsible Authority';
(f) Paper Trail access (connecting the Village Square to the Outer Circle Mews) to be publicly accessible between 6am and 12midnight; and
(g) 24-hour public access provided to the Outer Circle Mews and the access road to the south.

The owner, or other person in anticipation of becoming the owner, must meet all the expenses of the preparation and registration of the agreement, including the Responsible Authority's costs and expenses (including legal expenses) incidental to the preparation, registration and enforcement of the agreement.

Road Infrastructure

56. Before the development commences, or by such later date as approved in writing by the Responsible Authority, the applicant must prepare and submit a 1 in 20 scale cross sectional drawing of the development's vehicular entrance, showing the actual reduced levels to three decimal places (not interpolated levels from the application drawings). The required levels include the building line level, top of kerb level, invert level, lip level and road pavement levels. The applicant must demonstrate by way of a ground clearance check using the B99 design vehicle that cars can traverse the new vehicle crossing without scraping or bottoming out. The 1 in 20 scale cross sectional drawing must be submitted to Council's Construction Management branch for assessment and approval.
57. Before the buildings within a stage are occupied, or by such later date as approved in writing by the Responsible Authority, any new vehicle crossing within the applicable stage must be constructed:
    (a) in accordance with any requirements or conditions imposed by Council;
    (b) at the permit holder's cost; and
    (c) to the satisfaction of the Responsible Authority.
58. Before the buildings within a stage are occupied, or by such later date as approved in writing by the Responsible Authority, any redundant vehicular crossing within the applicable stage must be demolished and re-instated as standard footpath and kerb and channel:

    (a) at the permit holder's cost; and

    (b) to the satisfaction of the Responsible Authority.

59. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any damaged roads, footpaths and other road related infrastructure adjacent to the development site as a result of the construction works, including trenching and excavation for utility service connections, must be reconstructed:

    (a) at the permit holder's cost; and

    (b) to the satisfaction of the Responsible Authority.

60. Prior to the commencement of works, specifications for the proposed surface materials to be used for Council's assets are to be submitted to Council's Civil Engineering Unit for assessment and approval.
61. Before the buildings within a stage are occupied, the footpaths, kerbs, channels and roadways adjacent to the applicable stage are to be constructed to the satisfaction of the Responsible Authority.

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62. Before the buildings within a stage are occupied, redundant pits/services within the applicable stage are to be removed and Council assets reinstated.
63. Prior to the commencement of works, existing Council stormwater drainage and sewerage infrastructure within the site to be relocated to the satisfaction of the Responsible Authority.

Car parking

64. Before the commencement of the development, an amended Car Park Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Car Park Management Plan will be endorsed and will form part of this permit. The amended Car Park Management Plan must be generally in accordance with the Car Park Management Plan prepared by GTA and dated 7 February 2019, but modified to include:
    (a) Any changes as required pursuant to condition 1
    (b) A schedule of all proposed signage including directional arrows and signage, informative signs indicating the location of disabled bays and bicycle parking, exits, restrictions and pay parking systems etc.;
    (c) The number and location of car parking spaces allocated to each use including:
        (i) residential spaces provided at a minimum rate of 1 space per dwelling (excluding the affordable housing component);
        (ii) residential spaces allocated to the affordable housing component at a minimum rate of 0.66 spaces per dwelling.

    to the satisfaction of the Responsible Authority.

65. The provisions, recommendations and requirements of the endorsed Car Park Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.
66. Before the buildings within a stage are occupied, or by such later date as approved in writing by the Responsible Authority, a notice showing the location of car parking relating to the applicable stage must be placed in a clearly visible position near the entry to the land. The notice must be maintained thereafter to the satisfaction of the Responsible Authority.

Loading Bay Management Plan

67. Before the buildings are occupied, a Loading Bay Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Loading Bay Management Plan will be endorsed and will form part of this permit. The Loading Bay Management Plan must address, but not be limited to, the following:

    (a) details of the frequency, hours and type of deliveries to occur;

    (b) access management into the loading bay e.g. manual/swipe/pin code;

    (c) collection of waste and garbage including the separate collection of organic waste and recyclables and medical waste which must be in accordance with the Waste Management Plan required by Condition 29; and

    (d) loading hours and operations to be consistent with recommendations in the acoustic report pursuant to Condition 12, including that doors are to remain shut while loading and unloading.

68. The provisions, recommendations and requirements of the endorsed Loading Bay Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

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69. The loading and unloading of vehicles and the delivery of goods to and from the land must be conducted entirely within the land to the satisfaction of the Responsible Authority.

Road Safety Audit

70. Prior to the endorsement of plans, an amended Road Safety Audit is to be undertaken generally in accordance with the Road Safety Audit Ref. RSA-05937 dated 25 July 2017 but amended to include:
    (a) Shared path priority to be identified as a 'high risk' rating; and
    (b) Further analysis and recommendations to resolve the shared path priority including to ensure that the shared path priority is clear to drivers, riders and pedestrians.

Green Travel Plan

71. Before the use commences, an amended Green Travel Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Green Travel Plan will be endorsed and will form part of this permit. The amended Green Travel Plan must be generally in accordance with the Green Travel Plan prepared by GTA Consultants and dated 7 February 2019, but modified to include or show:
    (a) Greater provision for staff bicycle parking and end of trip facilities as outlined in condition 1.
72. The provisions, recommendations and requirements of the endorsed Green Travel Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

Public Transport Victoria

73. The permit holder must take all reasonable steps to ensure that disruption to bus operation along Heidelberg Road is kept to a minimum during the construction of the development. Foreseen disruptions to bus operations during construction and mitigation measures must be communicated to Public Transport Victoria fourteen (14) days prior.

VicRoads Conditions (74 to 77)

74. Before the development starts functional layout plans for the intersection of Heidelberg Road and the accessway to the Village (at the north west) and the intersection of Heidelberg Road and Latrobe Avenue, must be submitted to and approved by the Roads Corporation. When approved by the Roads Corporation, the plans may be endorsed by the Responsible Authority and will then form part of the permit. The plans must be drawn to scale with dimensions and two copies submitted with the application (by GTA consulting, Heidelberg Road Frontage Alphington, Functional Layout, reference: 16M192300-05 Issue F7). The Functional Layout Plans must also incorporate the recommendations of the Road Safety Audit, Reference RSA – 05937 by Road Safety Audits).
75. Prior to the commencement of the use or the occupation of the buildings or works hereby approved, the access lanes, driveway, crossovers and associated works must be provided and available for use and be:
    (a) formed to such levels and drained so that they can be used in accordance with the plan; and
    (b) treated with an all-weather seal or some other durable surface.
76. The crossover and driveway must be constructed to the satisfaction of the Roads Corporation and the Responsible Authority and at no cost to the Roads Corporation prior to the commencement of the use or the occupation of the works hereby approved.

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77. Driveways must be maintained in a fit and proper state so as not to compromise the ability of vehicles to enter and exit the site in a safe manner or compromise operation efficiency of the road or public safety.

Construction Management

78. Before the development commences, a Construction Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plan will be endorsed and will form part of this permit. The plan must provide for:
    (a) a pre-conditions survey (dilapidation report) of the land and all adjacent Council roads frontages and nearby road infrastructure;
    (b) works necessary to protect road and other infrastructure;
    (c) remediation of any damage to road and other infrastructure;
    (d) containment of dust, dirt and mud within the land and method and frequency of clean up procedures to prevent the accumulation of dust, dirt and mud outside the land;
    (e) facilities for vehicle washing, which must be located on the land;
    (f) the location of loading zones, site sheds, materials, cranes and crane/hoisting zones, gantries and any other construction related items or equipment to be located in any street;
    (g) site security;
    (h) management of any environmental hazards including, but not limited to,:
        (i) contaminated soil;
        (ii) materials and waste;
        (iii) dust;
        (iv) stormwater contamination from run-off and wash-waters;
        (v) sediment from the land on roads;
        (vi) washing of concrete trucks and other vehicles and machinery; and
        (vii) spillage from refuelling cranes and other vehicles and machinery;
    (i) the construction program;
    (j) preferred arrangements for trucks delivering to the land, including delivery and unloading points and expected duration and frequency;
    (k) parking facilities for construction workers;
    (l) measures to ensure that all work on the land will be carried out in accordance with the Construction Management Plan;
    (m) an outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services;
    (n) measures to maintain the access and integrity of the continuous bike path along Heidelberg Road;
    (o) an emergency contact that is available for 24 hours per day for residents and the Responsible Authority in the event of relevant queries or problems experienced;
    (p) the provision of a traffic management plan to comply with provisions of AS 1742.3-2002 Manual of uniform traffic control devices - Part 3: Traffic control devices for works on roads;
    (q) a Noise and Vibration Management Plan showing methods to minimise noise and vibration impacts on nearby properties and to demonstrate compliance with Noise Control Guideline 12 for Construction (Publication 1254) as issued by the Environment Protection Authority in October 2008. The Noise and Vibration Management Plan must be prepared to the satisfaction of the Responsible Authority. In preparing the Noise and Vibration Management Plan, consideration must be given to:
        (i) using lower noise work practice and equipment;
        (ii) the suitability of the land for the use of an electric crane;
        (iii) silencing all mechanical plant by the best practical means using current technology;

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(iv)fitting pneumatic tools with an effective silencer;
(v) other relevant considerations; and

(r) any site-specific requirements.

During the construction:

(s) any stormwater discharged into the stormwater drainage system must be in compliance with Environment Protection Authority guidelines;

(t) stormwater drainage system protection measures must be installed as required to ensure that no solid waste, sediment, sand, soil, clay or stones from the land enters the stormwater drainage system;

(u) vehicle borne material must not accumulate on the roads abutting the land;

(v) the cleaning of machinery and equipment must take place on the land and not on adjacent footpaths or roads; and

(w) all litter (including items such as cement bags, food packaging and plastic strapping) must be disposed of responsibly.

79. If required, the Construction Management Plan may be approved in stages. Construction of each stage must not commence until a Construction Management Plan has been endorsed for that stage, to the satisfaction of the Responsible Authority.

80. The provisions, recommendations and requirements of the endorsed Construction Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

81. Except with the prior written consent of the Responsible Authority, demolition or construction works must not be carried out:

(a) Monday-Friday (excluding public holidays) before 7 am or after 6 pm;

(b) Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday) before 9 am or after 3 pm; or

(c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.

Time Expiry

82. This permit will expire if:

(a) the development is not commenced within two years of the date of this permit; or

(b) the development is not completed within four years of the date of this permit; or

(c) the uses have not commenced within five years of the date of this permit.

The Responsible Authority may extend the periods referred to if a request is made in writing before the permit expires or within six months afterwards for commencement or within twelve months afterwards for completion.

Notes:

Provision must be made for drainage of the site to a legal point of discharge. Please contact Council's Building Services on 9205 5585 for further information.

A building permit may be required before development is commenced. Please contact Council's Building Services on 9205 5585 to confirm.

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A local law permit (e.g. Asset Protection Permit, Road Occupation Permit) may be required before development is commenced. Please contact Council's Construction Management Branch on Ph. 9205 5585 to confirm.

The site is located within an Environmental Audit Overlay. Pursuant to Clause 45.03 of the Yarra Planning Scheme, the requirements of the Environmental Audit Overlay must be met prior to the commencement of development permitted under the permit.

The permit holder must obtain approval from the relevant authorities to remove and/or build over the easement(s).

All future property owners and residents, within the development approved under this permit will not be permitted to obtain resident or visitor parking permits.

A vehicle crossing permit is required for the construction of the vehicle crossing(s). Please contact Council's Construction Management Branch on 9205 5585 for further information.

Provision must be made for drainage of the site to a legal point of discharge. Please contact Council's Building Services on 9205 5585 for further information.

A building permit may be required before development is commenced. Please contact Council's Building Services on 9205 5585 to confirm.

A local law permit (e.g. Asset Protection Permit, Road Occupation Permit) may be required before development is commenced. Please contact Council's Construction Management Branch on Ph. 9205 5585 to confirm.

The site is located within an Environmental Audit Overlay. Pursuant to Clause 45.03 of the Yarra Planning Scheme, the requirements of the Environmental Audit Overlay must be met prior to the commencement of development permitted under the permit.

The permit holder must obtain approval from the relevant authorities to remove and/or build over the easement(s).

All future property owners, occupiers, employees, students or visitors, within the development approved under this permit will not be permitted to obtain business employee, resident or visitor parking permits.

A vehicle crossing permit is required for the construction of the vehicle crossing(s). Please contact Council's Construction Management Branch on 9205 5585 for further information.

VicRoads Notes:

Separate approval under the Road Management Act may be required from VicRoads (the Roads Corporation). Please contact VicRoads prior to commencing any works.

THIS PERMIT HAS BEEN AMENDED AS FOLLOWS:

Date of amendment	Brief description of amendment
06/05/2019	Pursuant to Section 73 and 74 of the *Planning and Environment Act 1987*, amendment to the layout, materials and design of the approved development, introduce serviced apartments and amended various permit conditions, including provision of staging.

Date: 05 June 2018

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Signature for the Responsible Authority

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THIS PERMIT HAS BEEN CORRECTED AS FOLLOWS:

Date of correction	Brief description of correction
17/02/2020	Pursuant to Section 71 of the *Planning and Environment Act* 1987, correct the "permit issued" date

Date: 05 June 2018

Amy Hodgen
Signature for the Responsible Authority

Planning and Environment Regulations 2015 No. 33/2015 Form 4 Sections 63, 64, 64A and 86

Attachment 5 - External Urban Design Consultant (Mark Sheppard - Kinetica) Referral Comments

Hi Amy.
As I understand it, the primary changes are:

Serviced Apartment and The Mill buildings

- Eastern end of Serviced Apartment building replaced with a western extension of The Mill (office) building, resulting in an additional vertical rebate in the northern façade, and a greater extent of brick façade and a lesser extent of glass block façade.

Civic building

- Reduction in height.
- Introduction of a white grid to the primary (eastern) façade.

East Building

- Change of use of the upper levels from office to residential, resulting in a different external expression including a blank northern wall and vertical articulation of the upper eastern and southern façades (replacing a strongly horizontal expression).
- Taller southern wing with setback above Level 1.
- Removal of expression of white columns from the southern façade of the Lower Ground Floor shop.

South Towers

- Simplified form of South Tower - West, with less stepping at the southern end.
- Southern extension of South Tower – East.
- Changed external expression including removal of perforated metal screens and bronze glazing on the west elevation of the West Tower, replaced with brick snap cladding, 'Midnight blue brick framing at Levels 1 and 2 in the south elevation in lieu of concrete, additional areas of brick snap cladding in lieu of concrete, and amended balustrades.

My urban design assessment of these changes can be summarised as follows:

1. In general, the proposed changes will enhance the visual interest of the building facades. The additional rebate in the Heidelberg Road elevation, the replacement of horizontally-articulated office floors with vertically articulated apartment floors in the East Building, more brickwork (including brick snaps) and the white grid that is now proposed to be applied to the Civic Building will increase the articulation and 'visual texture' of the proposal.
2. However, the blank wall that is now proposed on the northern façade of the East Building facing the Village Square is a retrograde step, that will remove visual interest and activation of this important piece of public realm, and miss the opportunity to provide solar access to the northern apartments. **It is recommended that the applicant be encouraged to review this aspect of the design and introduce windows and balconies facing north.**
3. It is unclear whether the lack of white columns shown on the face of the Lower Ground Floor shop of the East Building is intentional, as the columns still appear to exist on the plan. **It is recommended that the applicant be encouraged to retain the expression of these columns on the façade to provide visual interest at a pedestrian pace.**
4. The reduction in height of the Civic Building raises no urban design concerns as it remains tall enough to contribute to the framing of the Village Square
5. The lower height of the East Building at the Nelmoore Lane street edge will better reflect the height of the approved building on the south side, and contribute to a more 'comfortable' scale within the lane. The proposed southern setback to the upper form will offset its additional height, maintaining the same level of enclosure as already approved.

Attachment 5 - External Urban Design Consultant (Mark Sheppard - Kinetica) Referral Comments

6. The increased height at the southern edge of the site will not result in a material change to the extent of overshadowing of Nelmoore Lane or buildings opposite, or cast any shadow on Artisan Park, at the Spring equinox.
7. The removal of stepping at the southern end of the South Tower – West will result in a more elegant composition. Although this and the southern extension of the South Tower – East will marginally increase the visual presence of these buildings from Nelmoore Lane, it will not do so to an unacceptable degree.
8. The changes to the western elevation of the South Tower – West will result in a less distinctive building. I also note that the removal of screens may adversely affect the ESD performance of the west-facing apartments in terms of sun-screening, particularly at the upper levels. However, the new proposal is acceptable from an urban design perspective, particularly noting the limited visibility of the western façade from the public realm.

I trust the above is clear. Please let me know if you would like me to elaborate.
Thanks,
Mark

Mark Sheppard / Principal / **kinetica**

marks@kinetica.net.au / 03 9109 9400
Level 25, 500 Collins Street, Melbourne, 3000 / www.kinetica.net.au

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Attachment 6 - Environmental Sustainable Design (ESD) Officer Referral Comments (Nov 2020)

CITY OF YaRRA

MeMO

TO:	**Amy Hodgen**
cc:	
FROM:	**Gavin Ashley, ESD Advisor**
DATE:	**26.11.2020**
SUBJECT:	**626 Heidelberg Rd, Alphington VIC 3078**

Dear Amy,

I have reviewed both the amended SMP (Rev K – 09.07.20 by Norman, Disney & young) and plans (Rev 7 – 18.08.20 by NH Architecture) against planning permit PLN17/0703 and considered any adverse ESD impacts due to proposed changes, with an assessment below:

Condition 1 of planning permit PLN17/0703 requests updated plans to show (ESD):
(d) Additional external shading systems applied to all east, west and north facing facades of the Urban Anchor and Living Matrix as required by the additional heat load testing pursuant to Condition 10(a)

- **Satisfactory –** The amended plans have reduced the amount of glazing on the exposed facades, while relying on overhanging balconies and balcony screens for shade. NatHERS modelling indicates no apartment exceeds a maximum cooling load of 21 MJ/m^2 (SMP, p. 74).

(e) Location and size of water tank

- **Satisfactory –** A 100,000-litre rainwater tank is shown in the basement (TP-200).

(f) roof plan showing location of all solar panels

- **Satisfactory –** While no consolidated roof plan is provided, a 24kWp system is indicated on the roof of the Civic building (TP-208), and 61kWp system indicated on rooftop of apartment buildings (TP-216).

(g) Provision and location of a minimum of 40 electric vehicle charging points

- **Satisfactory –** 28x EV charing points are indicated on the lower ground (TP-201), with another 12x EV charging points located on level 01 (TP-203) reserved for staff.

Condition 10 of planning permit PLN17/0703 requests updated SMP to show:
(a) Heat load testing to demonstrate the effectiveness of shading at the summer soltice for north-facing glazing at noon, east-facing glazing at 10am and west-facing glazing at 2pm to affected habitable rooms

- **Satisfactory –** A preliminary NatHERS assessment has been provided for a selection of apartments indicating a maximum cooling load of 18.9 MJ/m^2 – and committing to no maximum cooling loads of 21 MJ/m^2 (SMP, p. 74).

(b) The following improvements in relation to the community facilities:

i. Thermal envelope with a minimum 20% improvement on NCC insulation requirements and double-glazing windows
    - **Unsatisfactory –** No comittment to a 20% improvement is included within the SMP. In addition, while the BESS report indicates a 10% improvement in thermal performance above NCC 2019, the SMP includes (in Appendix D) an energy assessment for the non-residential component of the

Attachment 6 - Environmental Sustainable Design (ESD) Officer Referral Comments (Nov 2020)

building, which indicates an 11% reduction over NCC 2016. Clarify NCC committment (2016 or 2019) and update BESS/SMP accordingly.

ii. Provision for effective external shading to sun-exposed glazing
   - **Satisfactory –** The SMP claims that the energy modelling provided supports the shading strategy proposed, with a cross-section provided (TP-652).

iii. Operable windows to all areas, including remote window operation for highlight windows (e.g. to the multi-purpose court)
   - **Unsatisfactory -** Operable windows ('OW') is not indicated on plans for Civic building. The SMP claims remote window operation for highlight windows has been confirmed. Update plans with 'OW' marked, or elevations to illustrate operable windows.

iv. Provision for ceiling fans including high-volume, low-speed fans (HVLS) within the multi-purpose court
   - **Satisfactory –** the SMP claims ceiling fans will be provided and have been included in services energy usage (SMP, p. 3 & 83).

v. Confirmation that captured rainwater will be utilised for toilet flushing in the community facilities
   - **Satisfactory –** The SMP indicates collected rainwater will be used for toilet flushing in common areas throughout the development (SMP, p. 11).

vi. Hot water to be solar-boosted gas, with minimum 60% boost
   - **Satisfactory –** This iniative has been supported, however the SMP indicates the percentage boost will be confirmed during 'design development' (SMP, p. 3).

vii. Photovoltaic array associated with the community facility within the unused roof area of the school building
   - **Satisfactory –** A 24kWp rooftop solar PV system has been indicated on the roof of the Civic building (TP-208).

(c) Bicycle numbers updated to reflect Condition 1 endorsed plans
- **Unsatisfactory –** The SMP indicates 747 bicycle parking spaces provided, however the development summary on the plans indicates a total of 751. Clarify provision.

(d) Evidence to demonstrate that SPEL propietary products are effective in local Victorian conditions or provide a different approach for managaing stormwater
- **Unsatisfactory –** While the SMP identifies that SPEL propietary products are no longer proposed (SMP, p. 3) – reference is made to Arup's Stormwater Report for MUSIC modelling. However, the existing 'Overland Flow and Stormwater Management' report by Arup (dated 25.08.17) includes reference to SPEL products, which are included in the MUSIC model. Update this report (and MUSIC model) to remove SPEL products and clarify an alternative approach to managing stormwater.

(e) Use of recycled materials (e.g. insulation)
- **Satisfactory –** The SMP has been updated to include recycled materials (SMP, p. 23).

(f) Recycled content of conrete and steel
- **Satisfactory –** The SMP has been updated to include recycled concrete aggregate and supplementary cementious materials (SMP, p. 23).

(g) Greater details of stormwater retention systems within open space areas, including cross sections (as relevant)
- **Satisfactory –** Refer to Arup's report for full MUSIC modelling (SMP, p. 3).

(h) FSC certified sustainable or recycled timber for all timber uses whereever possible on site
- **Satisfactory –** The SMP has been updated to include certified timber products/materials (SMP, p. 23).

(i) BESS Report as 'published' (i.e. not draft)
- **Satisfactory –** The submitted BESS report has been 'published' (SMP, p. 28).

(j) All 'items to be marked on floor plans' within the BESS Report to be clearly shown
- The SMP notes where these items have been marked up, with adequate cross referencing.

(k) Preliminary Section J / NABERS energy modelling as referenced in the BESS report Lighting power density provided to minimum 2019 NCC standards
- **Unsatisfactory** – The commitment to improvements on the NCC for lighting are unclear. The SMP claims improvement on NCC 2016 by 20% (SMP, p.11 & 16), however BESS credit 3.6 indicates a 20% improvement

Attachment 6 - Environmental Sustainable Design (ESD) Officer Referral Comments (Nov 2020)

on NCC 2019 for the residential apartments, and compiance with NCC 2019 for the non-residential component (SMP, p. 45). The provided preliminary energy modelling does not clearly articulate improvements in IPD (SMP, p. 70 & 80). Please review lighting strategy clearly referencing the applicable NCC requirements.

(l) testing of the heat loads to a sample of affected habitable rooms to demonstrate the effectiveness of shading devices at the summer solstice for north-facing glazing at noon, east-facing glazing at 10am and west0facing glazing at 2pm

- **Satisfactory –** Please response to 10(a) above.

In regards to the changes to built form – from an ESD perspective these are largely minimal in nature, and/or responding to another consultans advice and as such pose no significant concerns.

Having reviewed the documentation for the above property, several items still require clarification before the development is considered appropriate from an ESD perspective.

Cheers,
Gavin

Gavin Ashley
Environmental Sustainable Development Advisor
City of Yarra PO Box 168 Richmond 3121
T (03) 9205 5366 **F** (03) 8417 6666
E gavin.ashley@yarracity.vic.gov.au
W www.yarracity.vic.gov.au

Attachment 7 - Environmental Sustainable Design (ESD) Officer Referral Comments (Feb 2021)

CITY OF YaRRA

MeMO

TO:	**Amy Hodgen**
cc:	
FROM:	**Gavin Ashley, ESD Advisor**
DATE:	**24.02.2021**
SUBJECT:	**626 Heidelberg Rd, Alphington VIC 3078**

Dear Amy,

I have reviewed the Overland Flow and Stormwater Management Report (Rev 03 – 21.11.18) by ARUP, and am confident it addresses concerns raised in previous ESD advice (dated 26.11.20) regarding Condition 10(d) of planning permit PLN17/0703 – having replaced mention of SPEL products with natural stormwater management solutions such as permeable pavement, raingardens, tree pits and buffer strips.

Other concerns raised in previous ESD advice (dated 26.11.20) are listed below:

- 10(b)i - Thermal envelope with a minimum 20% improvement on NCC insulation requirements and double-glazing windows
  - **Unsatisfactory** - Correspondance from Norman, Disney & Young (dated 30.06.20) claims 10% improvement as per City of Yarra's best practice requirements is sufficient, and the use of double glazed windows for all facades of non-residential compoenents.
  - **Action** - The permit condition requires 20% improvement upon insulation values – clarify proposals improvement.
- 10(b)iii - Operable windows to all areas, including remote window operation for highlight windows (e.g. to the multi-purpose court)
  - **Satisfactory** - Correspondance from Norman, Disney & Young (dated 30.06.20) claims operable windows are marked on updated plans. (They are indicated on the apartment type plans).
- 10(c) - Bicycle numbers updated to reflect Condition 1 endorsed plans
  - **Satisfactory** - Correspondance from Norman, Disney & Young (dated 30.06.20) indicated this provision in the form of 1 space per dwelling, and 1 space per four dwellings for visitors (totally 751 – shown on plans).
- 10(k) - Preliminary Section J / NABERS energy modelling as referenced in the BESS report Lighting power density provided to minimum 2019 NCC standards
  - **Unsatisfactory** - Correspondance from Norman, Disney & Young (dated 30.06.20) indicates lighting densities will meet NCC 2019 requirements, however the BESS report still claims 20% improvement on IPD for the residential component.
  - **Action** – Amend BESS report credit to align with compliance, OR reduce IPD to meet the BESS claim of 20% improvement.

As per the above, there are two minor issues that require clarification before the proposal is considered to have met the planning permit conditions from an ESD perspective.

Cheers,
Gavin

Attachment 7 - Environmental Sustainable Design (ESD) Officer Referral Comments (Feb 2021)

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Attachment 8 - Open Space and Urban Design Referral Comments

CITY OF YARRA

MeMO

TO:	**Amy Hodgen (Statutory Planning)**
FROM	**Blake Farmar-Bowers (Open Space) and Christian Lundh (Urban Design)**
DATE:	11 November 2020
SUBJECT:	640 Heidelberg Rd, Alphington - Village Precinct
APPLICATION NO:	PLN17/0703.02
DESCRIPTION:	Construction of a mixed use multi-storey development in the Village Precinct of the Alphington Paper Mills development comprising dwellings, retail spaces, vehicle access, car parking, streetscapes, public accessible private landscape areas, roof top terraces and vertical greenery.

1. COMMENTS SOUGHT

Urban Design comments on the impact on the streetscape and public realm and Open Space comments on the internal landscape components have been sought on the development at the above address.
Key comments relate to the following:

- Whether condition 17 of the planning permit conditions have been met;
- Whether the amendments introduce any new concerns;
- The shadow impact to the Village Square; and
- The proposed retractable cinema screen facing the Village Square.

2. GENERAL COMMENTS

Comments are provided overleaf and are based on review of 'Section 72 Application' – Further Information / Amended Application;

- Amended landscape package *20200914_S72 Amendments -The Village Alphington* (Issued for S72 Amendments) prepared by Aspect Studios dated 9 September 2022;
- Amended architectural package prepared by BDLC Architects dated 18 September 2020;
- Supplementary shadow diagrams (Revision 7) prepared by BDLC Architects dated 18 September 2020; and
- Amended permit condition table prepared by Contour

Note, the concept plans for the Village Square are NOT assessed as part of this review.

Attachment 8 - Open Space and Urban Design Referral Comments

3. COMMENTS SUMMARY

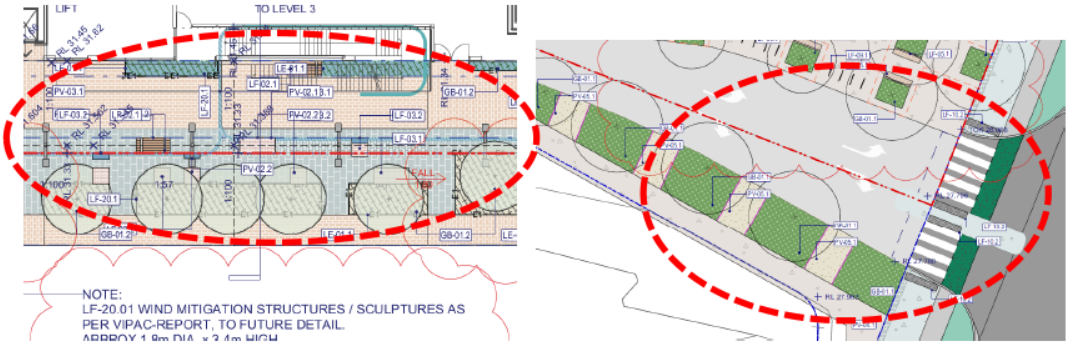
In summary, the drawings are not yet acceptable from an Urban Design / Public Realm and Open Space perspective. Refer to comments below and overleaf.

The permit conditions table have been included under item 4 as reference with applicant's suggested responses and Council comments in the right column.

- Outstanding / 'open' items are noted in RED
- New items relating to the latest submission are listed under items 5 to 9.
- Overshadowing refer item 10; and
- The proposed retractable cinema screen refer item 11.

All plan captures shown are from the updated proposal unless noted otherwise.

A complete review could not be undertaken due to multiple drawing errors such as overlapping notes and missing line-work, including but not limited to areas highlighted in screenshots below.



Items including but not limited to the list below should also be addressed accordingly;

- Show adjacent developments and open space designs where possible;
- Additional levels and grading information required. Information shown is currently insufficient, also refer separate comments from Council Civil Engineering;
- Show Mills Boulevard as per endorsed design;
- Show all light poles;
- Where relevant refer to City of Yarra standard drawings;
- Fixtures and material types / extent must reflect the agreed YarraBend Materials Assessment document; and
- Tree and plant species must be nominated.

We require the applicant to provide a response to each of the comments listed above and overleaf, and if applicable, update the drawings to enable us to make a complete review of the proposal.

Attachment 8 - Open Space and Urban Design Referral Comments

4. Permit conditions

17	Permit condition	Contour suggested response 22 September 2020	City of Yarra Response 6 November 2020
	Before the development commences, an amended Landscape Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Landscape Plan will be endorsed and will form part of this permit. The amended Landscape Plan must be generally in accordance with the Landscape Plan prepared by Aspect Studios and dated 3 December 2018, but modified to include (or show):	Retain / modify condition dependent on referral comments – Refer to Landscape Plan prepared by Aspect dated 09/06/2020	
	(a) Consistency with the architectural drawings pursuant to Condition 1;	Delete - Plans are consistent	Discrepancies noted between landscape and civil alignments. Refer aforementioned comments
	b) Landscaping details of the Level 8 communal terrace;	Delete - Plan for Level 8 provided	Closed
	(c) Landscaping details of the school playground;	Delete – N/A	Closed
	(d) Remove landscape details for the Village Square;	Delete - Village Square details removed	Closed
	(e) Greater detail of the vertical planting proposed to the Living Edge and the podium along the Outer Circle Mews regarding plant species type, irrigation and maintenance details;	Retain - Details to be provided	Open
	(f) Greater detail of the steel inserts, including cross sections, demonstrating that they will not be a tripping or slipping hazard, or alternatively removal of this feature.	Delete - Additional notes for flush finish added to Interp elements schedule PV 02.1 & PV 02.3	What is the ongoing maintenance requirements to ensure continuing compliance is achieved
	(g) To Heidelberg Road:		
	(i) Retaining wall relocated at the kerb side edge;	Delete - Retaining wall is no longer required as levels lowered	Closed
	(ii) Remove planter box adjacent to the Outer Circle Mews, maintaining a consistent avenue of trees;	Delete - Planter box removed, consistent avenue of trees provided	Refer further comments relating to the amended design for Outer Circle Mews
	(iii) Tree species to consider impact from future location of power lines and infrastructure; and	Delete - Power lines located underground and volume of soil provided	Further details required including but not limited to light pole locations. Refer further comments relating to the proposed design for Heidelberg Road

Attachment 8 - Open Space and Urban Design Referral Comments

	(iv) Details of any landscaping proposed along the building line, including details to confirm durability and maintenance.	Delete - Raised garden bed and seating to be maintained by building manager / owners corporation	Closed
	h) To the Outer Circle Mews:		
	(i) The cluster of four trees at each end of the Mews replaced with a single tree or alternatively greater detail regarding the capability of the planter supporting the density of planting;	Delete - Cluster of four trees reduced to a single tree	Confirmed tree species and wind mitigation requirements. Refer further comments relating to the amended design for Outer Circle Mews
	(ii) Avoid small 'left over' spaces between street furniture and garden beds;	Delete - Small leftover spaces have been removed	Coordinate fixtures. Refer further comments relating to the amended design for Outer Circle Mews
	(iii) Greater detail of the Water Sensitive Urban Design beds including type of system and their broader connection;	Delete – WSUD details included in ARUP Report	Closed. WSUD elements assumed included in the Village Square design not reviewed
	(iv) Greater detail of the windscreens e.g. materials, porosity;	Delete – Note included per Vipac Report	Further details are requested for publicly accessible areas and areas affecting the public realm
	(v) Provision of BMX coping/deterrents to street furniture; and	Delete – Deterrents included	Closed
	Colour variation applied to the brick plinths and pavements;	Delete - Brick plinths are a different colour to the brick pavement	Closed
	(i) To Nelmoore Lane:		
	(i) Comprehensive levels and grading details;	Delete - Additional level information provided	The information provided is not sufficient for a complete review
	(ii) Pinch point along the footpath to achieve a minimum width of 2.5m between the building and the kerb;	Delete - Minimum width of 2.5 m achieved	Closed
	(iii) Improved landscape treatment within the triangular space to the south-east of the Machinery Hall created by the current amendment, including:		Refer further comments relating to the amended design for Nelmoore Lane
	a. Provision of furniture to include seating with backs and armrests that can cater for grouping of people;	Delete – Furniture provided	Furniture shown, further clarification required. Refer further comments relating to the amended design for Nelmoore Lane

Attachment 8 - Open Space and Urban Design Referral Comments

	b. Introduce low planting and garden beds;	Delete - 2 x 2 m garden beds located around each tree provided	Confirm tree and plant species
	c. Bicycle hoops set back minimum of 900mm from the kerb line;	Delete - Hoops setback 900 mm	Closed
	(j) To the Level 1 terrace:		
	(i) Seating to be provided in clusters including details of seating capacity;	Delete - Small cluster areas provided	Not addressed. Refer further comments relating to the amended design for Level 01 Terrace
	(ii) Architectural canopies to be shown in plan and section;	Delete - No canopy proposed	Closed
	(iii) Comprehensive levels and grading information;	Delete - Additional grading information provided	Additional levels shown, however not sufficient for Council to undertake complete review
	(iv) Clear drainage strategy (including raised planter);	Delete - Drainage of planter per civil works	Not clear additional information required
	(v) Slope of the synthetic grass mount to be correctly referenced as 1:3 (rather than 1:20) on section drawing TP-LAN-L1-703 (Rev 3);	Delete - Grass slope amended, no longer synthetic	GR-02.1 missing from legend. Area shown as flush with adjacent paving, confirm detail, as assumed grass profile will now be set-down in roof slab
	(vi) Tree species and available soil volumes nominated; and	Retain - Tree species to be further developed with Council, soil volume provides for 3 x 9-20 m high trees	Trees not shown. Additional levels shown, however not sufficient for Council to undertake complete review
	(vii) Ensure trees are suitably offset from the edges of planters.	Delete - Trees are centrally located	Trees not shown. Refer further comments relating to the amended design for Level 01 Terrace

5. Heidelberg Road

The landscape design shown for Heidelberg Road is not acceptable. Previous comments provided to the applicant relating to the Heidelberg Road frontage must be addressed accordingly. Including but not limited to spacing of street trees in relation to light poles.

Refer email from City of Yarra (Mirza Halilovic) to John Lincoln on 30 August 2020 including comments spreadsheet for applicant to action.

6. Outer Circle Mews

The layout shown is not yet acceptable from an Urban Design and Open Space perspective. Concerns include but are not limited to the items listed below;

- Legibility of plans, the material tags and other notes are overlapping and plans are not legible for Council to make an informed decision on the proposed design; and
- Avoid small 'left over' spaces between street furniture and garden beds.

Suggested modifications

- Rationalise design to reduce the amount of furniture and fixtures and to maximize planted areas and greenery.

7. Nelmoore Lane

The layout shown is not yet acceptable from an Urban Design and Open Space perspective Concerns relate to the following items;

- Confirm if tactiles will be required by the footpath crossings to the car park entries;
- Tree species and spacing / positioning, trees appear to be missing;
- Show light poles;
- Show kerbs, channels and drainage infrastructure;
- Extent of bluestone should be in accordance with the agreed YarraBend Materials Assessment; and
- Confirm tree and plant species.

Suggested modifications

- Remove the brick paving PV-03.1 in the south west corner (south side of the lane) in lieu of PV-04.1;
- Investigate opportunity to integrate additional trees on the south side of the lane;
- Consistency of the banded application along the south side of the lane; and
- Coordinate trees with the Artisan East development / Artisan Park / the community building along the south side of the lane.



Attachment 8 - Open Space and Urban Design Referral Comments

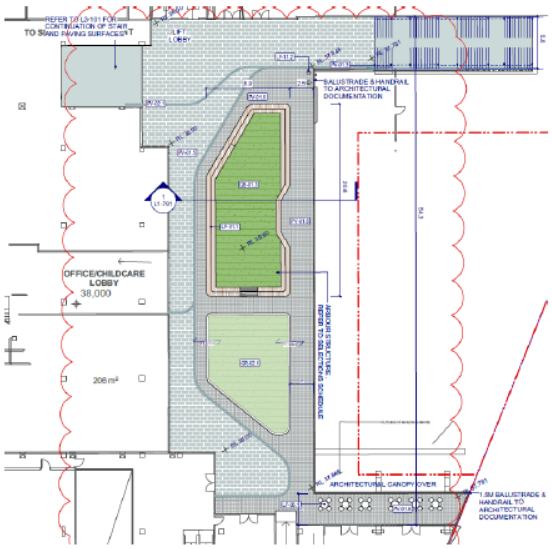
8. Level 01 Terrace

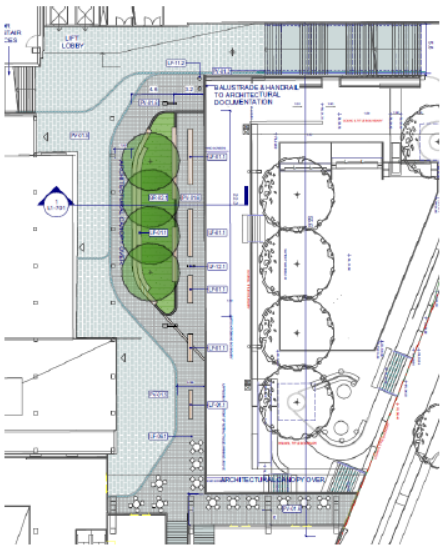
The layout shown is not yet acceptable from an Open Space perspective. Provide a short statement about how the design response addresses the revised functionality of the adjacent buildings and level 01 terrace. For example should this space be conducive for pre-school children rather than primary school children.
We also have concerns regarding the following items;

- The proposed arbour structure (indicated only with a note on the plan) is in principle not supported as it is assumed to replace the previously proposed trees (trees as shown in superseded design below right);
- Levels shown on plan does not match the section on LA-701; and
- Clarify GR-02.1 missing from legend.

<u>Suggested modifications</u>

- Consider ergonomic seats with back facing park;
- Re-introduce seating where people can face one another to promote social interaction; and
- Re-introduce trees (shown in previous design refer below right) in lieu of the arbour structure.





Attachment 8 - Open Space and Urban Design Referral Comments

9. Level 03 Paper Trail

The layout shown is not yet acceptable from an Open Space perspective, concerns relate to the following items;

- Show any security gates;
- Public lift not shown;
- Confirm suitability of gravel pavement PV-05.1 on podium;
- Provide safety assessment of any publicly accessible play area, (by an external certified safety auditor);
- Show all required playground fall zones and clear zones; and
- Confirm suitability of a steel bench by the playground.



1 GENERAL ARRANGEMENT PLAN - LEVEL 03 PAPER TRAIL
1:200 A1

Attachment 8 - Open Space and Urban Design Referral Comments

10. Overshadowing

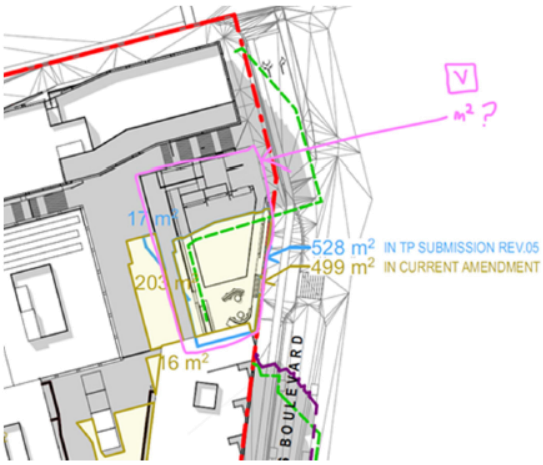
Development Plan
5.10 Solar Access and Shadow Diagrams [p 173] notes;
Provide at least 3 hours of solar access between 11am and 2pm to the majority of the open space, measured at the equinox.

Village Square
We request that the comments below are addressed to allow Council to make a complete assessment of the proposed shadow impacts on the square.

- Provide updated table/data and comparison diagrams that relates directly to the **700m2** minimum requirements of the Village Square as indicated in the sketch below in pink. The numbers in table below are assumed to relate to both the square and the abutting surrounding areas.

- Given that the design of the Village Square is not confirmed, it is not possible to evaluate if solar access provided is within areas of need/benefit.

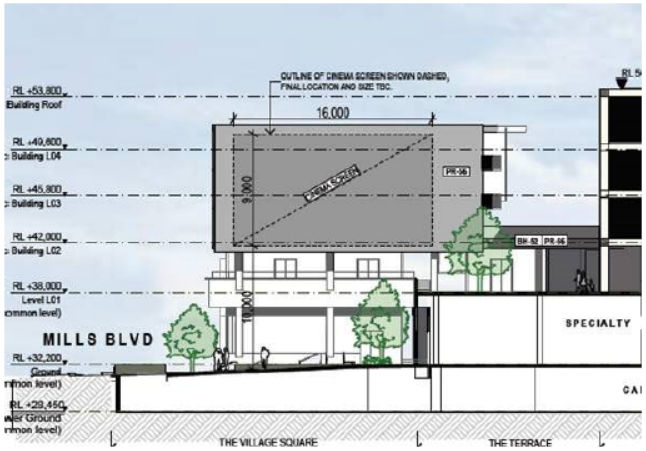
Time (at Equinox)	Solar access (Current)	Solar access (TP-Rev 05)	Difference
11am	896m2	1,173m2	-277
12pm	1,288m2	1049m2	+239
1pm	1,085m2	883m2	+202
2pm	499m2	528m2	-29



Artisan Park
No overshadowing on Artisan Park from the Village Precinct is identified.

11. Cinema Screen

Comments have also been sought on a proposed retractable cinema screen on the north facing wall to the south of the Village Square.



Whilst size and location are indicated it is uncertain how much of an impact this will have on the square and surrounding public realm.

Due to the lack of detail a complete review of this proposal cannot be undertaken.
Further information is required to allow Council to make an informed assessment of the cinema screen proposal, including consideration of the following:

- Type screen needs to be outlined.
  - Understood this may be a retractable screen (where is light source?)
  - Are there any maintenance considerations?

- Type of usage need to be outlined.
  - Proposed hours of operation (impact of exposure to bright light during daylight).
  - Assumed screen is proposed to be functional rather than decorative lighting.
  - Proposed content - concern regarding potential use for advertisement.
  - How will use and content be managed?

- Impact on the square and surrounding public realm needs to be clarified.
  - Outline intended viewing locations; including a section to demonstrate viewing of the screen from the square.
  - How will square operate when in event mode?
  - Potential noise and light spill.
  - Potential privatisation of the public square.

END

Attachment 9 - Engineering Services Referral Comments on Public Realm

CITY OF YARRA

MEMO

To:	**Amy Hodgen**	
From:	**Mirza Halilovic, Kisina Sofele, Ciaran Maher**	
Date:	**6 November 2020 (Amendment)**	
Subject:	**Application No:**	**PLN17/0703**
	Description:	**Alphington Paper Mill – Village Precinct**
	Site Address:	**626 Heidelberg Rd, Alphington**

I refer to the above Planning Application in relation to the proposed development at 626 Heidelberg Rd, Alphington. The following amended plans were submitted for assessment 8 October 2020:

- Amended landscape package *20200914_S72 Amendments -The Village Alphington* (Issued for S72 Amendments) prepared by Aspect Studios dated 9 September 2020; and
- Amended Architectural Package *The Village Alphington Town Planning Set, Rev 7* (Issued for S72 amendments), prepared by BDLC Architects dated 18 September 2020

Comments and concerns related to the updated proposal and amended plans are noted in DARK BLUE below.

We require that the applicant provides updated plans and a response to each of the comments to enable us to make a complete review of the proposal.

Development interface with Heidelberg Rd

1. The Heidelberg Rd design layout adjacent to the development is not approved.

   Council are awaiting responses to design comments for Heidelberg Rd plans, provided to John Lincoln, 30 August 2020. To endorse the Village Precinct development plans, the Council approved Heidelberg Rd plans must be overlayed onto the relevant drawings.

Development interface with Mills Boulevard

2. The Mills Blvd layout displayed on the development plans is incorrect.

   The layout of Mills Blvd and the finished surface levels along the boundary with Mills Boulevard road reserve must be in accordance with the Council approved Road and Drainage plans titled: *Yarrabend – Park Precinct, Mills Boulevard; Ref 22185E/G*. Update the relevant plans accordingly.

   If the levels at the boundary are to be different to the Mills Blvd levels, provide reasoning and justification i.e. retaining wall, steps, etc.

Nelmoore Lane

3. Provide further design details along the full length of Nelmoore Lane, including the following:
   a) Layout plans with location, dimensions and levels of footpaths, verge/nature strips, kerb and channel, and road pavement;
   b) Long section of road and cross sections at 10 metre intervals along the length outlining the proposed grades, levels and dimensions;
   c) Details and layout of the proposed drainage infrastructure to drain the full width of the road reserve, including the connection to the discharge location;

d) Details of how the overland flow of water is to be controlled and directed through the area;

e) The intersection of Nelmoore Lane with Mills Blvd must be amended to include details outlined in Figure 1 below.

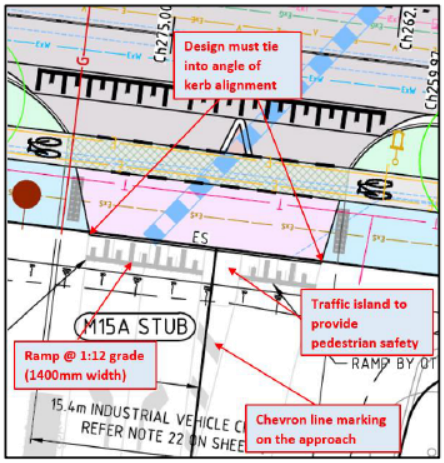


Figure 1 - Required amendments at Mills Blvd intersection

4. Fixtures and material types / extent must reflect the agreed YarraBend Materials Assessment document.
5. Confirm the levels at the interface of Nelmoore Lane and Artisan Park are in accordance with the proposed Artisan Park design by Glenvill.

   If the levels at the boundary are to be different to the Artisan Park levels, provide reasoning and justification i.e. retaining wall, steps, etc.

6. Clarify the location of the 'miscellaneous elevation' on drawing no TP-503 of the architectural drawings. As shown in figure 2 below, the elevation plan is indicating a retaining structure adjacent to Nelmoore Lane.

   Provide details of the retaining structure including safety mechanisms to protect the footpath along the southern side of Nelmoore Lane.

   Note, if the section location is adjacent to Artisan Park (public land), the retaining structure must be located within the Village Precinct title boundary. If this is the case, Council will need to assess the structure in more detail and provide further comments.

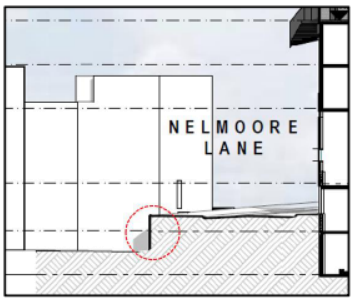


Figure 2 - Retaining structure along Nelmoore Lane

Attachment 10 - Engineering Services Referral Comments on Car Parking

CITY OF YARRA

MEMO

To:	**Amy Hodgen**	
From:	**Mark Pisani**	
Date:	**24 November 2020**	
Subject:	**Application No:**	**PLN17/0703.02**
	Description:	**Car Parking Management Plan; Amended Drawings**
	Site Address:	**640 Heidelberg Road, Alphington**

I refer to the above Planning Application received on 8 October 2020 in relation to the proposed development at 640 Heidelberg Road, Alphington. Council's Civil Engineering unit provides the following information:

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
City of Yarra	Planning Permit (Amended)(Corrected)		17 February 2020
NH Architecture	TP-200 *B1 – Basement Car Park Plan*	07	18 September 2020
	TP-201 *Lower Ground Plan*	07	18 September 2020
	TP-201A *Lower Ground Plan / Access Lane Interface*	07	18 September 2020
	TP-202 *Ground Floor Level*	07	18 September 2020
	TP-203 *Level 1*	07	18 September 2020
	TP-204 *Level 2*	07	18 September 2020
GTA Consultants	*Transport Impact Assessment*	04	20 July 2020
GTA Consultants	*Car Parking Management Plan*		21 July 2020
Traffix Group	*Traffic Engineering Review*		5 March 2019

Condition 1 Items

Condition	Engineering Comment
Condition 1(n) Width of the vehicle entrances to Nelmoore Lane;	The development entrance via Nelmoore Lane has a clear width of 6.175 metres. This item has been satisfied.
Condition 1(o) Dimensions of internal vehicle ramps;	All internal ramped accessways have been dimensioned on the drawings. This item has been satisfied.

Attachment 10 - Engineering Services Referral Comments on Car Parking

Condition	Engineering Comment
Condition 1(p) *Ramp grades for the first 5m from Heidelberg Road to be specified for the vehicle access ways from Heidelberg Road;*	For the entrance lane of the vehicle access via Heidelberg Road, the upward ramp grade for the first 5.0 metres from the south alignment of Heidelberg Road is 1 in 19, which satisfies Design standard 3: Gradients of Clause 52.06-9. This item has been satisfied.
Condition 1(q) *Car space dimensions to comply with the design guidelines within clause 52.06-9 of the Yarra Planning Scheme;*	The dimensions of the car parking spaces (2.6 metres by 5.2 metres) satisfy *Design standard 2: Car parking spaces*. The widths of the Small Car space (2.3 metres) satisfy the Australian/New Zealand Standard AS/NZS 2890.1:2004. This item has been satisfied.
Condition 1(r) *Lower ground basement to be extended to accommodate any additional car parking as a result of a loss of car parking elsewhere;*	This item is no longer relevant as the lower ground basement was not extended.

Condition 64 – Car Parking

Condition	Engineering Comment
Condition 64 *Before the commencement of the development, an amended Car Park Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Car Park Management Plan will be endorsed and will form part of this permit. The amended Car Park Management Plan must be generally in accordance with the Car Park Management Plan prepared by GTA and dated 7 February 2019, but modified to include:* *(a) Any changes required pursuant to condition 1;*	The *Car Parking Management Plan* has been amended to reflect the revision made to the proposal. This item has been satisfied.
(b) A schedule of all proposed signage including directional arrows and signage, informative signs indicating the location of disabled bays and bicycle parking, exits, restrictions and pay parking systems etc.	GTA Consultants have indicated that this schedule of signs and line markings is provided separately from the *Car Parking Management Plan* report. This schedule should be forwarded to the Engineering Referral unit for comment.
(c) The number and location of car parking spaces allocated to each use including: *(i) residential spaces provided at a minimum rate of 1 space per dwelling (excluding the affordable housing component);* *(ii) residential spaces allocated to the affordable housing component at a minimum rate of 0.66 spaces per dwelling.* *to the satisfaction of the Responsible Authority.*	In the latest Transport Impact Assessment, GTA Consultants have adopted the following parking rates: ▪ 0.5 spaces to each one-bedroom dwelling ▪ 1 space to each two- and three-bedroom dwelling To support a lower rate for the one-bedroom dwellings, GTA Consultants have provided empirical cases of one-bedroom dwellings that have rates at less than one space per dwelling. In Addition, GTA have noted that the Caydon site at the corner of Chandler Highway and Heidelberg Road (Planning Permit PLN17/0978 issued at the direction of VCAT on 8 November 2018) was approved with a (*continued*)

Attachment 10 - Engineering Services Referral Comments on Car Parking

Condition	Engineering Comment
	minimum parking rate of 0.38 spaces per one-bedroom dwelling. On that basis, providing a rate of 0.5 spaces per one-bedroom dwelling to the subject site is considered appropriate. For the affordable housing component, the 177 dwelling have been allocated 110 spaces – a rate of 0.66 spaces per dwelling. This item (affordable housing) has been satisfied.

Attachment 11 - Acoustic Consultant (SLR Consultants) Referral Comments

30 November 2020

640.10090.05320 626 Heidelberg Rd Alphington Lot B 20201130.docx

City of Yarra
PO Box 168
RICHMOND VIC 3121

Attention: Amy Hodgen

Dear Amy

640 Heidelberg Road, Alphington, (formerly 626 Heidelberg Road, Lot 2B)
Development Application Acoustic Review
PLN 17/0703.02

SLR Consulting Pty Ltd (SLR) has been retained by the City of Yarra to provide a review of the revised acoustic assessment report for the mixed use development proposed for 640 Heidelberg Road, Alphington, (formerly 626 Heidelberg Road, Lot 2B).

Details of the report are as follows:

- Title: Acoustic Services, The Village Alphington – Mixed Use Development
- Reference: Revision 6.2
- Date: 14 July 2020
- Prepared for: Alpha APM
- Prepared by: Norman Disney Young Pty Ltd

The report was revised to address Condition 12 of the Yarra City Council planning permit for the project, which pertains to acoustics. Condition 12 is reproduced below.

SLR reviewed an earlier version of the report in March 2019 (NDY report dated 21 November 2018). It is understood that the current report has been updated to address the updated plans and feedback from town planning.

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Attachment 11 - Acoustic Consultant (SLR Consultants) Referral Comments

Acoustic Report

12. Before the development commences, an amended Acoustic Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Acoustic Report will be endorsed and will form part of this permit. The amended Acoustic Report must be generally in accordance with the Acoustic Report prepared by Norman Disney Young Pty Ltd and dated 21 November 2018, but modified to include (or show, or address):
    (a) Acoustic specifications of the external walls to the multi-purpose court to achieve reasonable external noise levels on adjacent apartment balconies;
    (b) Structure borne noise from ball bouncing within the multipurpose court and measure to address potential impacts on commercial uses below, offices on Level 2 and the school building;
    (c) Consider structure borne sound from the indoor recreational facility on surrounding commercial premises;
    (d) Lmax assessments of truck noise of delivery vehicles proposed to utilise the loading bay entrances; and
    (e) Provide adequate acoustic treatment to the community spaces and multipurpose court to enable live music/performance to protect the adjacent residential uses and the school building.

The following review considers the extent to which the report addresses both the permit conditions and the latest plans.

1 Condition 12(a) – Acoustic specification of the external walls to the multipurpose court to achieve reasonable external noise levels on adjacent apartment balconies

(Sections 5.4.1, 5.4.3 and 6.4 of the report)

Internal design targets have been nominated for noise from the multipurpose space. The targets are presented in Section 6.4 and are equal to 35 dBA Leq and 50 dBA Lmax in habitable rooms of apartments during the day and evening periods, and levels 5 dB lower at night.

Considered noise sources within the multipurpose space are detailed in Section 6.4 and include crowd noise and whistle noise (Section 6.4). A maximum level of 95 dBA Lmax is assumed for whistle noise (Section 6.4.2).

Specifications for façade upgrade treatments to both the Multipurpose space and apartments are provided in the report to ensure that these indoor targets are met. Specifications include:

- Rw = 34 dB for external walls of the multipurpose space (Section 5.4.1)
- Rw+Ctr = 58 dB for the wall separating the multipurpose space from apartments to the south (Section 5.4.1)
- Rw = 50 dB for the wall separating the multipurpose space from the Level 3 offices to the east (Section 6.4.3)
- Glazing upgrades to overlooking apartments.

The multipurpose space is proposed to be used during the day and evening periods only.

SLR Comment: *The planning permit calls for upgrades to the multipurpose space to ensure that reasonable external noise levels are achieved on overlooking balconies. However, an explicit assessment to external targets is not provided in the report.*

Based on our indicative calculations, and assuming voice and whistle noise levels of 95 dBA Lmax, the noise level to overlooking balconies will be in the order of 55 dBA Lmax.

The specification provided for the wall separating the Multipurpose space from the Level 3 offices is low and unlikely to provide for an appropriate level of acoustic amenity to offices when the space is in use.

Condition 12(a) has effectively been addressed.

2 Condition 12(b) –Consider structureborne noise from ball bouncing to commercial uses below, offices on Level 2 and the school building

(Section 7.1 of the report)

The revised plans show apartments on Level 2 instead of offices. The school spaces which were on Level 1 adjacent to the multipurpose space, have been replaced with community spaces and a childcare lobby. The most sensitive spaces with respect to impact noise from basketball bouncing are now the supermarket (below) and the apartments (Levels 2 and 3).

Section 7.1 of the revised report specifies a floor within the gym with an Ln,w rating of not more than 55 dB. A specification was previously not provided.

SLR Comment: *In our opinion there is still some risk of nuisance from structureborne noise from the basketball court, particularly to the apartments (which is the more sensitive use). This use is likely to cause nuisance if noise from the activity is audible inside apartments. Ideally these buildings would have a structural break between them.* ***Condition 12(b) has been addressed in the sense that the issue has been considered, however SLR has reservations about the effectiveness of the proposed solution.***

3 Condition 12(c) – Structureborne noise form the indoor recreation facility on surrounding commercial premises

(Section 7.2 of the report)

This condition was understood to pertain to the commercial gym on Level 1 of the facility to the offices directly above. The current design shows a larger commercial gym on Level 1, and offices adjacent, and apartments above. NDY recommend relocating the gym to help control noise to apartments.

A floor with an Ln,w rating of 50 dB or less has been specified for the gym if it remains in its current location.

SLR Comment: *The layout changes have the potential to increase risk of nuisance from structureborne noise from the gym on this project.*

In our opinion the proposed Ln,w 50 dB floor will not be adequate for addressing impacts from weights being dropped, running machines and group exercise classes. Noise from the gym can be expected to cause nuisance if it is clearly audible in offices and apartments. A specialist, high deflection gym floor is likely to be required to address structureborne noise and vibration from high impact areas of the gym. It is recommended that such a floor be provided or, as a minimum, the future tenant be informed of the need to provide the floor. The base building should be constructed such that a suitable high performance gym floor can be installed in the future. ***Condition 12(c) has not been fully addressed.***

4 Condition 12(d) – Lmax assessment of truck noise

(Section 7.3 of the report)

An Lmax assessment of truck noise has been provided. Maximum noise levels of up to 55 dBA from truck passbys are predicted to the apartment overlooking the entrance to the loading bay.

Levels between 32 dBA and 47 dBA are predicted to bedrooms directly above the loading bay. The levels are noted to be within AAAC guidelines.

SLR Comments: *The predicted levels to apartments overlooking the loading dock entrance are reasonable. The levels to apartments directly above the loading bay are higher than we would recommend. (The AAAC guideline targets for Lmax noise events from internal sources in three star apartments are 40 dBA to bedrooms and 45 dBA to living rooms). However, from our review of the current plans all the apartment rooms above the loading bay have windows overlooking Heidelberg Road, and are unlikely to be disturbed by the predicted noise levels. On these grounds the assessment provided is considered reasonable.* ***Condition 12(d) is addressed.***

5 Condition 12(e) - Provide adequate acoustic treatment to the community spaces and multipurpose court to enable live music/performance to protect the adjacent residential uses and the school building

(Section 5 of the acoustic report)

From our understanding music noise has been assessed to indoor targets, with the targets based on estimated indoor background noise levels. The noise limits are presented in Tables 4 and 5 of the report. NDY state that the limits identified are conservative, because typical apartment noises will raise the internal level form that predicted.

SLR Comments: *Ideally, the Multipurpose space should be designed such that music emissions comply with SEPP N-2 externally.. However, an internal assessment is also an option on this project, given that the residential and music space are concurrent developments.*

If internal limits are adopted, they should be, in the first instance, equal to the SEPP N-=2 base noise limits. Estimating internal background noise levels is risky, particularly in developments that will receive shielding from major roads, and have façade upgrade treatments to address other sources of noise (the resulting internal background noise levels have the potential to be very low).

In summary, a SEPP N-2 assessment should be provided to base noise limits. The assumed octave band music noise level within the Multipurpose Space should also be provided in the report.

Condition 12(e) has not been addressed.

6 Other Matters – Childcare Centre

The school in the previous design for this development has been replaced with a childcare centre. The centre is located on Level 5 and will have an outdoor play area in the approximate location of the school outdoor area in the previous design (the school outdoor area was on Level 6).

Noise from the childcare centre outdoor play area has not been explicitly assessed in the report. Instead, the report retains references to this outdoor area as part of the school. Noise from the school outdoor play area was previously assessed to indoor targets in apartments and assumed apartment doors and windows would be closed at times the noise caused nuisance. Façade upgrades were nominated for affected apartments to address the predicted levels of noise. In the current report the façade treatments to apartments to the north and west of the outdoor play area have been downgraded from those proposed previously, from GT03 (10.76mm glass/16mm airgap/12 mm glass) to GT02 (6.38mm glass/12 mm airgap / 6.38 mm glass).

Noise from children's voice in childcare outdoor play areas is potentially more intrusive than voice noise from schools, because it can be louder and can occur for more prolonged periods. Unlike schools, it is standard practice to assess noise from childcare centres to external noise targets, rather than internal ones. This approach provides for a greater level of residential amenity outdoors on balconies, and indoors with windows open. The usual target adopted for voice noise from childcare centres during the day period is 'background + 10 dB' target at residential facades.

The adoption of indoor targets for voice noise from childcare centres is generally only accepted in 'agent of change' situations, where dwellings are constructed near an existing childcare centre. While exceptions can be made to this general rule, in the first instance an assessment to external targets should be provided.

The assessment should utilise the reference sound levels provided in the AAAC Guideline for Childcare Centres Acoustic Assessment, version 3.0. These levels are:

- 10 children aged 0 to 2 years – L_w = 75 dBA $L_{eq,15\,mins}$
- 10 children aged 2 to 4 years – L_w = 83 dBA $L_{eq,15\,mins}$
- 10 children aged 4 to 6 years – L_w = 85 dBA $L_{eq,15\,mins}$

7 Summary

SLR has reviewed the revised acoustic report for the mixed use development proposed for 640 Heidelberg Road, Alphington. The report has been updated to address both the acoustic permit condition and the updated drawings. The following summarises the matters we consider require further attention. Due to the changes in layout, some of these issues were not addressed in either the current permit or the original acoustic report.

Multipurpose Space

- **New issue arising from layout changes:** The wall between the Multipurpose space and the Level 3 offices should be further upgraded to control amenity to the future offices.

- **Condition 12(b):** The provided specification for the Multipurpose Space floor may be adequate for addressing noise to commercial spaces, however there is a risk of unacceptable impacts to the apartments. The apartments were not included in the previous layout, and were therefore not addressed in the permit conditions. Our preference would be for a structural break between the Multipurpose Space and the apartment building. However, we acknowledge that this is a risk management measure and that it does not fall clearly in the category of town planning acoustics. It would seem reasonable for the developer to decide on the level of risk they are prepared to adopt. In summary, Condition 12(b) has been addressed in the sense that the issue has been considered, however SLR has reservations about the effectiveness of the proposed solution

  Condition 12(e): A SEPP N-2 assessment has been provided to noise limits based on estimated internal background noise levels. Our preference would be for SEPP N-2 limits to be met externally, through appropriate façade upgrade treatments to the Multipurpose Space. However, an internal assessment is also acceptable in this instance. The internal assessment provided in the report is to noise limits based on estimated background noise levels. This is not an appropriate response unless the developer commits to ensuring that the assumed background noise levels will be achieved.

  The assessment should be to the SEPP N-2 base noise limits. The assumed octave band music noise level within the Multipurpose Space should also be provided in the report. **Condition 12(e) has not been addressed).**

Gym / Level 1 Indoor Recreation Facility

Condition 12(c): NDY have recommended relocating the gym to control impacts to apartments above and to the adjacent commercial tenancy. We agree that this is the preferable outcome, particularly as the gym is extensive. In the absence of relocation we recommend that advice be sought for a specialist gym floor designed to control noise to apartments and offices. The specified Ln,w rating of 50 dB is unlikely to sufficient to address impacts noise from the gym. **Condition 12(c) has not been fully addressed.**

Childcare Centre

New issue arising from layout changes: It is recommended that the report be revised to include an assessment of noise from the proposed childcare centre. The assessment should be to external targets of 'background + 10 dB' and should use the sound power reference levels provided in the AAAC Guideline for Childcare Centres Acoustic Assessment, version 3.0.

Yours faithfully,



Dianne Williams
Principal – Acoustics

Checked/
Authorised by: JA

Attachment 12 - Wind Consultants (MEL Consultants) Referral Comments

22 CLEELAND ROAD
SOUTH OAKLEIGH VIC 3167
AUSTRALIA

M E L
CONSULTANTS

(ACN 004 230 013)

Ref: 64-18-DE-REV-03

16 February 2020

City of Yarra
PO Box 168
Richmond VIC 3121

Attn: Amy Hodgen

Dear Amy,

The Village Alphington (Lot 2E)
Review of Vipac Wind Impact Statement
Vipac Document Numbers: 30N-20-0110-TNT-6780152-1 (21 December 2020)

The review of the Vipac Wind Impact Statement is based on MEL Consultants' experience of wind flow around buildings and structures. This experience has been developed from a company experience of more than 40 years of desktop, wind tunnel, and full scale studies of environmental wind conditions in urban and sub-urban areas. No wind tunnel studies have been undertaken to support the review. Our comments are as follows:

- The Wind Impact Statement prepared by Vipac assesses the revised design of the Alphington Village Lot E and references the wind tunnel study completed in 2018 (Vipac Report 30N-18-0136-TNT-6752950-0 28 October 2018). Included with the information provided to MEL Consultants by the City of Yarra was a letter dated 7 September, 2020, (30N-20-0110-GCO-6780274-3) that compares the latest drawings and the wind tunnel data, and provides clarification in response to the Council Permit Conditions.

- The Wind Impact Assessment uses the wind tunnel study report from 2018 to assess the updated design of the proposed development. The safety and

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comfort criteria in the assessment is the same as those presented in the 2018 wind tunnel study.

- Vipac have undertaken the assessment of the revised design based on a comparison of the latest drawings and the wind tunnel study data to provide a qualitative assessment of the wind conditions around the revised development.

- The wind tunnel study undertaken in 2018 investigated two configurations; first the proposed development with existing surrounding developments, and second the proposed development with likely future developments. The redevelopment of the Paper Mill precinct around the 640 Heidelberg Road development is underway and, as discussed with the City of Yarra, the second configuration would be appropriate for the assessment of the wind impacts.

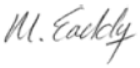
- Comments on the Vipac assessments made in Section 3 of the wind impact assessment are as follows:

    - Vipac have stated that the ground level pedestrian pathways would have wind conditions satisfying the walking criterion except at two locations; at the northwest corner and southwest corner. Vipac have highlighted that the porous carpark facades along the Outer Circle Mews but Condition 1 of the permit requires Level 1 of the podium carpark to be sleeved with apartments for the full length of the Outer Circle Mews, which would reduce the area of porous carpark facade for wind mitigation. MEL Consultants have no issue with the proposed mitigation devices detailed in Figure 13. However, given the significant pedestrian activation along the Outer Circle Mews laneway, it may be pertinent to quantify the proposed wind mitigation strategies to improve wind conditions to satisfy the target criterion.
    - The screen suggested for the Village Town Square sitting area in Figure 14 would need to be more extensive and positioned around any proposed seating areas. The two screens positioned as indicated in Figure 14, would not be expected to be sufficient to provide wind mitigation for the area outside the shops.

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- The remaining Vipac comments on the wind conditions and wind mitigation strategies are reasonable expectations of the wind conditions in these locations and MEL Consultants have no issue with these comments.

Yours sincerely,



M. Eaddy
MEL Consultants Pty Ltd

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Attachment 13 - City Works Referral Comments (Waste Management)

City Works Referral Memo

CITY OF YaRRA

Date:	**20 October 2020**
To:	**Amy Hodgen**
From:	**Atha Athanasi**
Property Address:	**640 Heidelberg Road, Alphington**
Planning Application:	**PLN17/0703.02**

The waste management plan for Lot 2B, 626 Heidelberg Rd, Alphington authored by Salt and dated 20/7/20 is not satisfactory from a City Works Branch's perspective.
Issues to be rectified include, but may not be limited to the following:

1. Due to changes in waste service systems announced earlier this year by the State Government the site must consider how the 4 waste streams will be managed (Glass separation) especially with regards to the chute system.
2. Food waste diversion should be included for the commercial component of the development.
3. Please provide an explanation of how risks associated with waste management will be managed at the site.

A clause must be included in the plan regarding potential review into the service if operational requirements change

Attachment 14 - Community Amenity Referral Comments (Packaged liquor)

MeMO

TO:	**Amy HODGEN**
cc:	
FROM:	**Brad SPEECHLEY**
DATE:	**29 October 2020**
APPLICATION:	**PLN17/0703.02**
SUBJECT:	**Amenity Enforcement Referral**

Dear Amy,

Thank you for your referral dated 29 October 2020, in relation to the land at 640 Heidelberg Rd Alphington.

Planning Enforcement has received no recent complaints in relation to the 'use' of the land. I have reviewed the application for the sale of packaged liquor associated with Vintage Cellars with the proposed hours of operation to be 9am to 11pm, 7 days a week and this proposal poses a low amenity risk.

The Compliance branch does not have any concerns with the application.

Should you wish to discuss the application further, please feel free to contact me on 9205-5166.

Regards,

Brad Speechley
Senior Team Leader – Civic Compliance

Attachment 15 - Social Strategy and Community Development Referral Comments (Packaged Liquor)

Planning Referral

To:	Amy Hodgen
From:	Julia Bennett-Mitrovski
Date:	13/11/2020
Subject:	Social Strategy and Community Development Referral comments
Application No:	PLN17/0703.02
Description:	Application for packaged liquor
Site Address	640 Heidelberg Road, Alphington

Given that this one is in line with Cl 22.09 in terms of hours of operation, and is not a standalone commercial packaged liquor outlet (i.e it is collocated and contained within the centre), I don't hold any major concerns. It is also not in a saturated area in relation to cumulative impact so looks ok from my perspective.

Attachment 16 - Family, Youth and Children's Services Referral Comments on Community Facilities

Planning Referral

To:	Amy Hodgen
From:	Malcolm Foard, Emily Woodin & Melissa Eastwood
Date:	1/12/2020, 26/4/2021 & 3/5/2021
Subject:	Family, Youth and Children's Services Referral comments
Application No:	PLN17/0703.02
Description:	Comments on Community facilities
Site Address	640 Heidelberg Road, Alphington

Comments provided 1/12/2020

As a follow up to today's Amcor mtg, I have listed some functional requirements that wld support the installation of a dual nurse MCH centre.

- *Min 18 sq. metres per office, plus a waiting area/feeding space and group room*
- *Family friendly waiting room with adequate space for prams (ability for doorways to fit double prams)*
- *Group rooms for first time parent group, sleep and setting sessions, and baby playgroups*
- *An uninhibited distance of 3m between nurse and child to facilitate vision screening*
- *Seating for the nurse, and two parents*
- *Desk, positioned in a way to encourage engagement with families*
- *Information pack storage (even in a temporary arrangement)*
- *play space for children in order to complete developmental screening*
- *Wall mounted height measurement device (stadiometer)*
- *Floor scales on a hard/flat surface (not carpet)*
- *Sink*
- *Examination bench to allow for assessment of infant length (nurse must be able to access the end of the bench to check hips, and the side to access the length)*
- *Desk space for infant scales*
- *Access to natural light is also required to adequately assess infant skin*
- *Access to toilets and a space to feed baby*

Comments provided 26/04/2021

Attachment 16 - Family, Youth and Children's Services Referral Comments on Community Facilities

Design, configuration and fit out

The MCH service delivered through Council buildings involves nurse-to-parent consultations and physical examinations of infants. The favoured model is for a minimum of two clinical consulting rooms including:

- *sink and tap, bench space for baby*
- *desk setup and seating*
- *storage for MCH rooms*
- *waiting area (large enough for pram store)*
- *toy/play space near waiting area*
- *access toilet(s) with baby changing facilities*
- *access toilet for MCH staff*
- *private rooms for breastfeeding (desirable)*
- *activity space for groups i.e., parent groups (recommended in The Maternal and Child Health Service Program Standards 2009).*

The internal configuration of a MCH space within a multi-purpose community is important linking with usability and flexibility of the space(s). The consultation rooms should be located nearby an entry/exit of a facility, or nearby lifts if on an upper level. This makes it easier for families with prams and to prevent congestion with users from other activities.

Size and service delivery model

The size of an MCH centre depends on how many of the above spaces are included and whether it is part of an integrated multipurpose facility with spaces shared with other uses. Yarra's existing MCH centres are a mix of single and dual offices but new facilities are required to provide at least two consulting rooms and an MCH activity space is highly desirable in all new facilities. Table 1 below is a guide for the spaces and sizes desired for MCH service-delivery:

Table 1 Guide for spaces for MCH service-delivery

Space	***Square metres***
Consultation room 1	*22*
Consultation room 2	*22*
Activity space	*40*
Waiting area	*25*
Toy/Play space	*8*
Pram storage	*7*
Storage	*12*
TOTAL	***136***

There are other spaces necessary for the service to operate and these can be shared with other services/activities that operate from the one facility. For example: toilets, foyer/entry, services cupboard, cleaner's storeroom, lift, stairwell and other joint spaces. The scope and size of shared facilities depends on the other services co-located with the MCH service, therefore their indicative square metre space can vary.

Comments provided 3/05/2021

In terms of the group room size recommendations, this would be ideal:

- *Size – 130sqm*

Attachment 16 - Family, Youth and Children's Services Referral Comments on Community Facilities

- *Storage which is inaccessible to children*
- *Kitchenette*
- *bathroom (gold standard would be with child size toilets and change bench) and staff toilet*
- *waiting area*
- *circulation space i.e. access to the MCH front door etc*
- *wish list - enclosed outdoor area which would add an additional 45sqm*

Attachment 17 - Recreation and Leisure Services Referral Comments on Community Facilities

Planning Referral

To:	Amy Hodgen
From:	Sally Jones
Date:	5/11/2020
Subject:	Recreation and Leisure Services Referral comments
Application No:	PLN17/0703.02
Description:	Comments on Community facilities
Site Address	640 Heidelberg Road, Alphington

Major issues are:

- *Lack of toilets and facilities for a space of this size with multi-use capacity (further to this, how do people get access to a toilet without having to go up and down lifts or stairs when busy or having to queue in sight of everyone using a community space?)*
- *Toilets that have urinals instead of Universal and Inclusive design.*
- *Lack of storage (even down to not having a cleaners cupboard or a place to store a court cleaner for the sprung hardwood court).*
- *No first aid area.*
- *Whilst there is a DDA toilet there is no DDA change facility.*
- *Spectator facilities are deficient including shared toilets and change rooms with participants/athletes*
- *Also appears the 42m2 commercial kitchen and staff room look to service a 3 level facility, which will be inadequate.*

8.2 PLN16/0085.01 - 115 Victoria Parade and 28 - 42 Young Street, Fitzroy - Australian Catholic University. Amendment to Development Plan to include an addendum for a park.

Executive Summary

This report provides Council with an assessment of a request to amend the Australian Catholic University (ACU) Development Plan (DP) pursuant to Clause 43.04-3 (Schedule 2) of the Yarra Planning Scheme (the Scheme). The amendment seeks to:

(a) demolish the car park building at property No. 28 – 42 Young Street (already shown on the existing DP); and

(b) and clear the land for its use as an interim park / landscaped area open to the public ahead of its future development with a three-storey building that currently forms part of the (DP).

The report recommends approval of this amendment.

Key Planning Considerations

Key planning considerations relate to the Development Plan Overlay - Schedule 2 (DPO2), with regard to land use, landscaping and public submissions.

Submitter Concerns

Two (2) submissions were received to the application. Issues of concern raised can be summarised as:

(a) the park would attract “anti-social behaviour”, the “homeless”, “vandals”, “rowdy groups” and “drug users”.

(b) the attraction of these groups may lead to the devaluation of surrounding properties; and

(c) to ameliorate the above concerns, the submitters recommended that the park be fenced off and security cameras be installed. This will prevent the occurrence of vandalism, and dangerous rubbish (i.e. such as syringes) from being left behind.

Conclusion

Based on the following report, the proposal to amend the DP is considered to comply with the relevant planning policy and should therefore be supported subject to the changes outlined within the “Recommendation” section of this report.

CONTACT OFFICER: **John Theodosakis**
TITLE: **Principal Planner**
TEL: **9205 5307**

8.2 PLN16/0085.01 - 115 Victoria Parade and 28 - 42 Young Street, Fitzroy - Australian Catholic University. Amendment to Development Plan to include an addendum for a park.

Reference	D21/51375
Author	John Theodosakis - Principal Planner
Authoriser	Manager Statutory Planning

Ward:	Langridge
Proposal:	PLN16/0085.01 - 115 Victoria Parade and 28 - 42 Young Street, Fitzroy - Australian Catholic University. Amendment to Development Plan to include an addendum for a park.
Existing use:	Australian Catholic University
Applicant:	Urbis Pty. Ltd.
Zoning / Overlays:	Mixed Use Zone Development Plan Overlay – Schedule 2 Environmental Audit Overlay Heritage Overlay (H334) Development Contributions Plan Overlay – Schedule 1
Date of Application:	16 December 2020
Application Number:	PLN16/0085.01

Purpose

1. This report provides Council with an assessment of a request to amend the Australian Catholic University DP for the portion of land identified as No. 28 – 42 Young Street, Fitzroy pursuant to Clause 43.04-3 of the Scheme.

Planning History

2. The subject site is covered by the DPO2. The DPO2 was a result of Planning Permit 981599 that was issued 8 January 1999 for the use and development of the land for the purposes of educational establishment (university) and associated buildings and works, car parking, landscaping and signage at 115 Victoria Parade, 28 Young Street, 20-22 Brunswick Street, 24 and 26 Brunswick Street, Fitzroy.

3. The report was considered by Council on 16 November 1998 which approved the endorsement of the DP pursuant to clause 158 of the Scheme, with the DP being endorsed 8 January 1999 (copy of the original Development Plan is located on file 30/25/02/18-03).

4. An amendment to the approved development plan was lodged with Council on 9 February 2016 (under application PLN16/0085). After a process that included public notice, an appeal under Section 149 of the *Planning and Environment Act,* 1987 (the Act) to the Victorian Civil and Administrative Tribunal (the VCAT), and ultimately authorisation at a Council meeting, the amended development plan was endorsed on 21 December 2017.

5. Whilst the above-mentioned amendment was going through its process, an amendment was also being pursued to modify the car park entry and exit arrangements at No. 28-42 Young Street. This was endorsed on 4 May 2016.

6. The DP forms the basis for the consideration of any planning permit application on the subject site.

7. The ACU university campus consists of several buildings with some affected by the DPO2.

8. The aerial photo at Figure 1 shows outlined in red, the buildings associated with the university and highlighted in pink, the extent of land which is included within the DPO2, which applies to land known as No.115 and No. 115B Victoria Parade (Mary Glowrey Building), No. 28 - 42 Young Street (car park of which the current amendment relates to) and No. 20 – 26 Brunswick Street (cathedral hall) and adjacent buildings.

9. The star identifies a more recent planning application (PLN19/0238) for the development of that corner portion with a 12-level building refused by Council on 14 October 2020 and appealed by the permit applicant to the VCAT. The hearing is scheduled for 5 days commencing 27 September 2021.

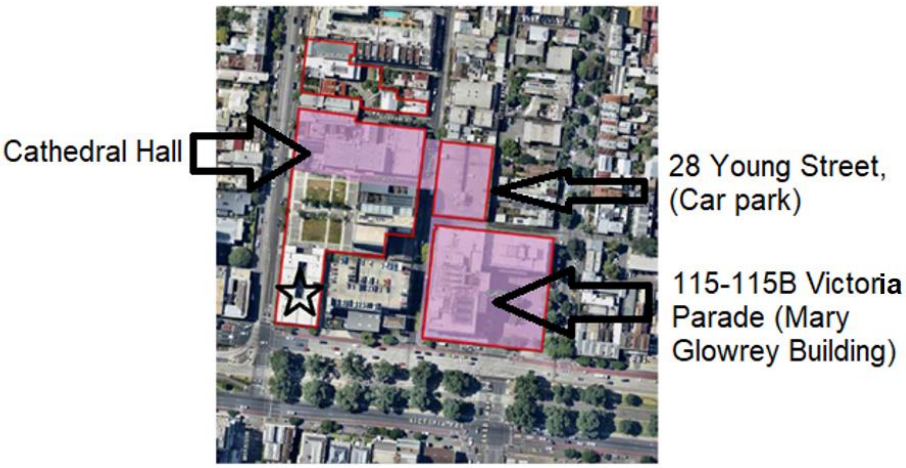


Figure 1: Aerial photo showing extent of the Development Plan in relation to the campus.

10. The DP provides criteria for any future use and development of land at 115 Victoria Parade, 28-42 Young Street and 20-23 Brunswick Street, Fitzroy.

11. The Development Plan for the campus includes the following primary changes (amongst others) with works having commenced construction:

    (a) a new twelve level building plus plant (13 levels) building on the corner of Victoria Parade and Napier Street including 7 basement levels accommodating 270 car spaces (currently under construction);

    (b) increase student numbers from 2,125 full time students to 12,900 students (inclusive of surrounding sites not included within the DP such as the subject site);

    (c) an increase in staff numbers from 180 to 1,200 staff (inclusive of surrounding sites not included within the DP such as the subject site); and

    (d) a new three level (equivalent of four levels) triangular shaped building surrounded by landscaping on the land identified at No. 28 – 42 Young Street (the subject portion impacted by this addendum)

12. Planning permits which have been approved within the area of the DP include (to name a few):

    (a) Planning Permit PL09/0533 was issued 7 October 2010 (at the direction of the Minister for Planning) and amended on 8 May 2013 (at the direction of VCAT) for the redevelopment of land at 17-29 Young Street and 16-18 Brunswick Street, Fitzroy for the *use and development of the land for an Education Centre (Tertiary Institution) renewable energy facility and waiver of the statutory car parking requirement in accordance with the endorsed plans*;

(b) Planning Permit PLN12/0471 was issued 23 July 2012 for *development of the land for construction of external works, including part demolition, for the construction of landscaping and park furniture*;

(c) Planning Permit PLN12/0480 was issued 2 August 2012 for the *development of the land for the construction of two screens*;

(d) Planning Permit PLN12/0789 was issued 19 November 2012 for the *development of the land for buildings and works to install new air conditioning plant to the roof, including part demolition*;

(e) Planning Permit PLN14/0176 was issued 26 June 2014 for *buildings and works to replace ground level windows, including part demolition*;

(f) Planning Permit PLN14/0257 was issued by Council on 20 August 2014 for *partial demolition and construction of an external staircase*; and

(g) Planning Permit PLN14/0405 was issued on 8 September 2014 for *development of the land for buildings and works including plant and equipment to the roof and part demolition.*

13. Planning permits which have been approved within the overall ACU site (beyond the area of the DP) include (to name a few):

<u>81-89 Victoria Parade, Fitzroy</u>

(a) Planning application No. PL01/0382 was received by Council on 19th April 2001 and proposed to use part of the building as a convenience store. The application was withdrawn on 30th June 2001;

(b) Planning application No. PL04/0447 was received by Council on 21st May 2004 and proposed the demolition of the existing building. The application was withdrawn on 22nd September 2004;

(c) Planning permit No. PL06/0399 was issued at the direction of the Victorian Civil and Administrative Tribunal ("VCAT") on 31st August 2007 for the *Demolition of the existing building, the construction of a 14 storey building, use of land for shop, restaurant and dwelling and reduction in car parking and loading bay requirements;*

(d) Planning permit No. PLN13/0914 was issued under delegation on 3 February 2014 for the *Temporary redevelopment of the land for the construction of a single storey pre-fabricated classroom (education centre) for the Australian Catholic University (ACU).*'; and

(e) Planning permit No. PLN16/1211 was issued on 19th May 2017 for the *Construction and display of signage.*

14. Following is an image of the more recent planning application mentioned earlier and scheduled for a hearing at the VCAT and commencing 27 September (Planning application No. PLN19/0238) at property No. 81-89 Victoria Parade corner lot:



Figure 2: Proposed building as seen from the corner of Brunswick and Gertrude Streets looking south (extracted from material dated 4 March 2020 authored and prepared by HASSELL).

8-14 Brunswick Street, Fitzroy

(a) Planning permit No. PLN11/0950 was issued on 13th February 2012 for *Signage and works associated with the provision of a forecourt (on private land) to the Australian Catholic University (ACU) education centre*;

(b) Planning permit No. PLN13/0533 was issued on 17th July 2013 for the *Construction and display of advertising signage*;

(c) Planning permit No. PLN15/0547 was issued on 25th June 2015 for the *Reduction of car parking requirements associated with medical centre*;

(d) Planning permit No. PLN16/1205 was issued on 19th May 2017 for the *Construction and display of signage; and*

(e) Planning permit No. PLN17/0641 was issued on 09th October 2017 for the *Demolition of existing signage and installation of business identification (internally illuminated).*

Planning Scheme Amendments

Planning Scheme Amendment C238

15. On 01 February 2021, the Minister for Planning formally gazetted Planning Scheme Amendment C238, which introduces a Development Contributions Plan Overlay over the entire municipality.

16. This overlay requires developers to pay a contribution towards essential city infrastructure like roads and footpaths, as well as community facilities. The requirements of this provision have immediate effect. In this instance there is no requirement for a development contribution fee for the reasons detailed in a later section.

Background

17. The request was made on the 16 December 2020 to amend the ACU DP. Accordingly, a planning permit (considered separately from this amendment) must not be granted to use or subdivide land, construct a building or construct or carry out works until a development plan has been prepared to the satisfaction of the responsible authority and the permit granted must be generally in accordance with the development plan.

18. An amendment to a DP is exempt from third party notice and review (appeal) rights.

19. For the purposes of exhibiting the application, 112 letters were sent to surrounding owners and occupiers and three signs were displayed on the site advising of the amendment. At the time of writing this report, two submissions were received.

20. This report is based on the publicly exhibited amended development plan.

21. It is highlighted that should the current amendment to the DP be approved, this will sit as an addendum to the current endorsed DP and would only relate to the land at No. 28 – 42 Young Street. The endorsed DP will continue to be relevant to all other portions of land identified.

Existing Conditions

Subject Site

22. The land affected by the amendment before Council is identified as Lot 1 on Certificate of title Volume No's. 4144, 5792, 8782 and 2326, and Folio No's. 707, 386, 404 and 196, associated with Plans of Subdivision TP685182E, TP686204R, TP420164N and TP703248F, respectively.

23. The affected portion of land is located to the east of Young Street and bounded by Little Victoria Street to the south and Little Napier Street to the east. The site is occupied by a four-level car park (inclusive of roof level car parking) that is associated with the ACU.

24. The aerial below identifies the subject site.



Figure 3: Aerial (sourced from Permit Applicant's submission – Nearmap) with subject site outlined in blue.

Surrounding Land

25. In broad terms, the area surrounding the site is mixed with larger building forms to the east and west associated with the ACU and St Vincent's Hospital, respectively.

26. More traditional low-rise Victorian-era buildings are generally located to the north and west or opposite along Brunswick Street and to the east of Little Napier Street.

27. The immediate surrounding area is zoned Mixed Use with the closest land zoned Commercial 1 to the south of this, where buildings front onto Victoria Parade, including west side of Young Street. Land to the east of Little Napier Street is zoned Neighbourhood Residential.

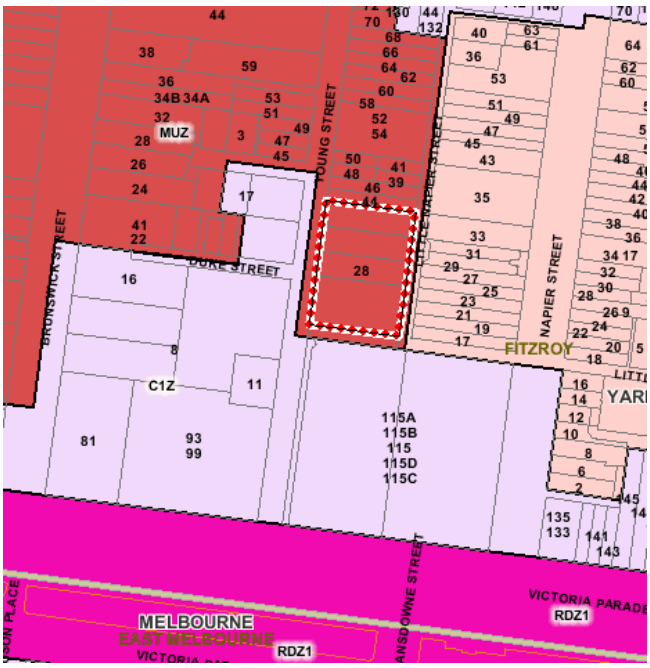


Figure 4: Subject site and zoning.

28. The surrounding area comprises a mixture of land uses (including residential, commercial, educational and other institutional (e.g. hospital) land uses) and buildings with a broad range of scales and built form typologies, including single and double-storey, Victorian-era dwellings (such as those to the immediate north) and contemporary office buildings rising to around 10 storeys.

29. In the immediate context of the parcel affected by the addendum:

    (a) To the north of the subject site are two similar, attached, double-storey Victorian-era dwellings fronting onto Young Street, namely No's. 44 and 46;

    (b) To the south is Little Victoria Street (a narrow street that functions as a right-of-way and in part a pedestrian accessway only) and opposite is a six level building also forming part of the ACU that is located on the north eastern corner of Victoria Parade and Young Street. The building is constructed to the Victoria Parade frontage at podium level (approximately a two level glazed atrium) and is set back at the upper levels and is known as "The Mary Glowrey Building". The building is constructed to the Young Street frontage. East of this, is the portion identified earlier that is currently being developed with a new twelve level building plus plant (13 levels) building on the corner of Victoria Parade and Napier Street that is the subject of the DP. Works associated with this portion are intended to be completed in 2022;

    (c) Further south is Victoria Parade – a wide tree-lined street which is zoned Road Zone Category 1 and carries a tram line through the centre. On the opposite side are buildings within the City of Melbourne (largely multi-storey office buildings and smaller scale buildings containing medical facilities). A large site on the eastern corner of Lansdowne St and Victoria Parade is currently undergoing re-development;

    (d) To the west and opposite side of Young Street is a modern eight level building, namely the *Daniel Mannix Building* associated with the ACU, with its primary frontage to Brunswick Street and access via a forecourt fronting onto Brunswick Street. It is constructed to Young Street and wraps around a substation building on the west side; and

    (e) To the east is Little Napier Street, and opposite that are the outbuildings, rear fences and secluded areas of private open space associated with dwellings fronting onto Napier Street. Dwellings are generally one to two storeys and mainly deriving from the Victorian architectural period.

The Proposal

30. The proposed amendment relates only to the land identified as No. 28 – 42 Young Street, Fitzroy.

31. The amendments to the DP proposed are summarised as follows:

    (a) Demolition of the existing multi-level car park;

    (b) Construction of a park composed of lighting, lawn areas, planted garden beds, modular tree planters and deep soil tree planting, some of which will be maintained at the fully realised development of the site; and

    (c) Conceptually (as indicated in the "Indicative Landscape Master Plan" at Figure 4), the park would be designed to include heavier forms of vegetation to the north and east and seating / gathering spaces centrally located. The main access into the park and pedestrian line of trave will be designed on the diagonal from Young Street to Little Victoria Street with lighting.

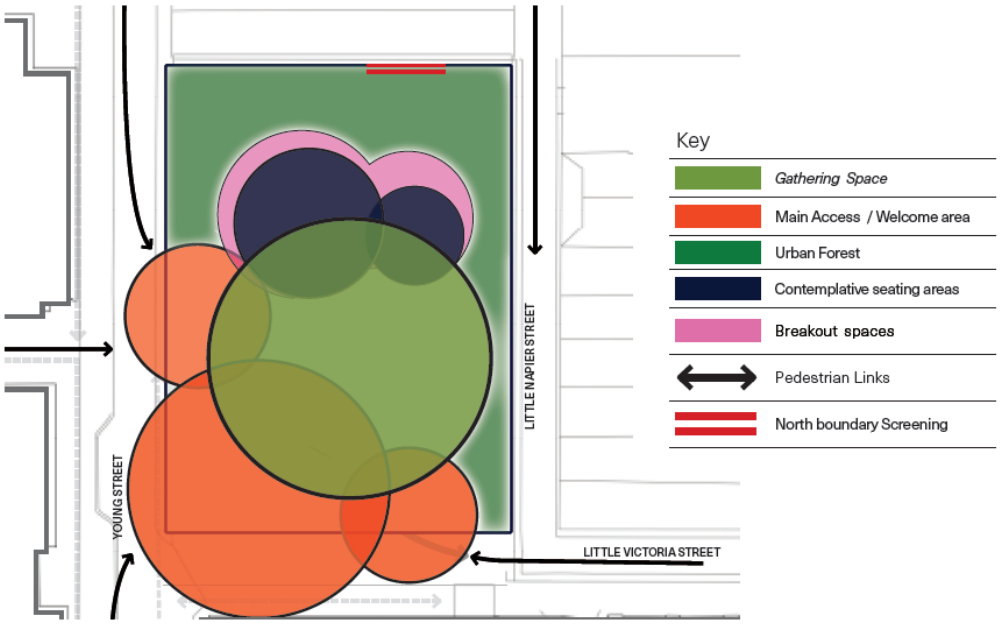


Figure 5: Indicative Landscape Mater Plan.

32. The park will be utilised and will be open to the public on an interim basis for a period of approximately 5-15 years before the future development of the three-storey building takes place as endorsed by the DP (see attachment). The interim open space will cease when the demolition works associated with the parkland take place to facilitate the construction of the new building as endorsed by the existing DP.

Planning Scheme Provisions

Zoning

Mixed Use Zone

33. The site is zoned Mixed Use (shown in red in the diagram below).

34. Pursuant to the *Table of uses* at clause 32.04-2 of the Scheme, the park, or informal outdoor recreation, is a *Section 1 – permit not required* use.

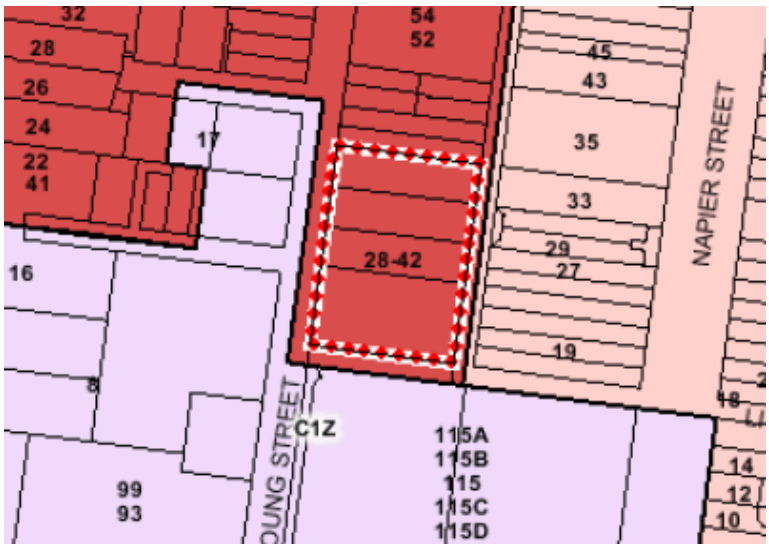


Figure 6: Subject portion of land zoned Mixed Use.

Overlays

Heritage Overlay (Heritage Overlay – Schedule 334 – South Fitzroy Precinct)

35. Heritage Overlay Schedule 334 – South Fitzroy Precinct (identified as HO334 in the map below) covers the entire area of the ACU site, including the subject portion of land associated with the current addendum.



Figure 7: Subject portion of land identified as being covered by HO334.

36. Pursuant to clause 43.01-1 of the Scheme, a planning permit is required to *demolish or remove a building*. The current endorsed DP shows the demolition of the existing building and construction of a new three level building. The demolition and the full clearance of the land has been considered as part of the approval of the DP and continues to be supported by the endorsed DP. The site is "*Not Contributory*" in Appendix 8, *City of Yarra Review of Heritage Overlay Areas 2007*.

Development Plan Overlay Schedule 2 – (DPO2)

37. The subject site is located in a Development Plan Overlay shown etched and in a dotted outline below.



Figure 8: Subject portion of land identified as being covered by DPO.

38. The purpose of the DPO is:

    (a) *To implement the Municipal Planning Strategy and the Planning Policy Framework;*

    (b) *To identify areas which require the form and conditions of future use and development to be shown on a development plan before a permit can be granted to use or develop the land; and*

    (c) *To exempt an application from notice and review if a development plan has been prepared to the satisfaction of the responsible authority.*

39. Clause 43.04-2 of the Scheme states that a permit must not be granted to use or subdivide land, construct a building or construct or carry out works until a development plan has been prepared to the satisfaction of the responsible authority.

40. Pursuant to Clause 43.04-4 *the development plan may be amended to the satisfaction of the responsible authority*.

41. Schedule 2 to the Development Plan Overlay (DPO2) relates specifically to the Australian Catholic University, and more specifically land at 115 Victoria Parade and 20-23 Brunswick Street, Fitzroy. The DP for the site was approved in January 2006 in accordance with Clause 43.04 of the Scheme and provides a concept development for the site. It is also a precursor to future planning applications for permits.

42. Consideration of the proposed amended DP against the relevant Scheme provisions will be provided in the 'Assessment' section of this report. Clause 3 of the DPO outlines what is required to be shown in a development plan which includes amongst other matters, and as related to the current amendment:

    (a) *a landscape plan which includes details on furniture, lighting and the location, quantity and size at maturity of all proposed plants, the botanical names of the plants, the location of all areas to be covered by lawn or other surface materials and provides a specification of works to be undertaken prior to planting.*

43. The Development Plan Addendum (attached to this report) includes details relating to overall landscape and open space principles and identifies key landscape character and design drivers with further regard to access and mobility and lighting and will form the basis of the assessment.

Environmental Audit Overlay (EAO)

44. The site is also located within an Environmental Audit Overlay (EAO) pursuant to clause 45.03-1 of the Scheme coloured in purple below.

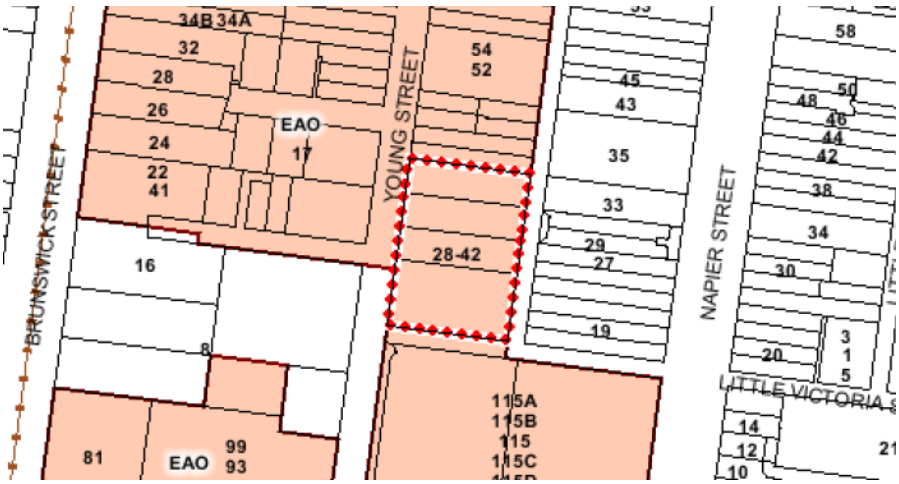


Figure 9: Subject portion of land identified as being covered by EAO.

45. As the Development Plan is a concept plan (not a planning permit application), the provisions of the EAO do not require further consideration at this stage. However, the provision of a park is not a sensitive land use as defined by the Scheme (i.e. residential use, childcare centre, pre-school centre or primary school), however consideration of the ground conditions will be relevant at a future planning permit stage.

Development Contributions Plan Overlay (Schedule 1) (DCPO1)

46. The Development Contributions Plan requires a developer to pay a cash contribution towards essential city infrastructure like roads and footpaths.



Figure 10: Subject portion of land identified as being covered by DCPO1.

47. Pursuant to Clause 45.06-1 a permit granted must:

    (a) Be consistent with the provisions of the relevant development contributions plan.; and

    (b) Include any conditions required to give effect to any contributions or levies imposed, conditions or requirements set out in the relevant schedule to this overlay.

48. Schedule 1 of the Development Contributions Plan Overlay (DCPO1) applies to the proposal. The subject site is located within Charge Area 5 (Fitzroy) and whilst development and community infrastructure levies generally apply, Part 4.0 of the schedule exempts the site from a development contribution because it is land associated with a non-government school.

49. A planning permit is not required for works under the overlay.

Particular Provisions

Clause 52.06 Car Parking

50. Clause 52.06-2 requires that before a new use commences, the number of car spaces required under Clause 52.06-5 must be provided. Clause 52.06-3 states that a permit is required to reduce the number of car spaces required under. In this instance there is no rate specified for the use of the land as a park or informal outdoor recreation, at Clause 52.06-5 of the Scheme and any application for a planning permit subsequent to the approval of this addendum, is subject to the requirement at Clause 52.06-6 of the Scheme.

51. Clause 52.06-6 of the Scheme states that:

    (a) *Where a use of land is not specified in Table 1 or where a car parking requirement is not specified for the use in another provision of the planning scheme or in a schedule to the Parking Overlay, before a new use commences or the floor area or site area of an existing use is increased, car parking spaces must be provided to the satisfaction of the responsible authority. This does not apply to the use of land for a temporary portable land sales office located on the land for sale.*

52. Clause 52.06-6 requirements will be considered at the planning permit stage of the process.

General Provisions

53. The decision guidelines outlined at Clause 65 of the Scheme are relevant to all applications. Because a permit can be granted does not imply that a permit should or will be granted. Before deciding on an application, the Responsible Authority must consider several matters. Amongst other things, the Responsible Authority must consider the relevant State and Local Planning Policy Frameworks, as well as the purpose of the zone, overlay or any other provision.

Planning Policy Framework (PPF)

54. The following PPF provisions of the Scheme are relevant:

Clause 11.02 – Managing Growth

Clause 11.02 -1S – Supply of Urban Land

55. 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.*

Clause 13.03-1 – Use of contaminated and potentially contaminated land

56. 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.*

Clause 13.05-1S – Noise abatement

57. The objective of this clause is *to assist the control of noise effects on sensitive land uses.*

Clause 13.07-1S – Land use compatibility

58. The objective of this clause is *to protect community amenity, human health and safety while facilitating appropriate commercial, industrial, infrastructure or other uses with potential adverse off-site impacts* by adopting the following land strategy:

    (a) *Ensure that use or development of land is compatible with adjoining and nearby land uses.*

Clause 15.01.4S – Healthy neighbourhoods

59. The objective of this clause is *to achieve neighbourhoods that foster healthy and active living and community wellbeing.*

60. This clause has the following strategy:

(a) *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 by providing*:

(i) *Connected, safe, pleasant and attractive walking and cycling networks that enable and promote walking and cycling as a part of daily life;*

(ii) *Streets with direct, safe and convenient access to destinations;*

(iii) *Conveniently located public spaces for active recreation and leisure;*

(iv) *Accessibly located public transport stops; and*

(v) *Amenities and protection to support physical activity in all weather conditions.*

Clause 19.02-6S – Open Space

61. 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.*

Local Planning Policy Framework (LPPF)

Clause 21 – Municipal Profile

Clause 21.03 – Vision in the City of Yarra in 2020:

(a) *The City will accommodate a diverse range of people, including families, the aged, the disabled, and those who are socially or economically disadvantaged;*

(b) *Yarra will have increased opportunities for employment;*

(c) *There will be an increased provision of public open space;*

(d) *The complex land use mix characteristic of the inner City will provide for a range of activities to meet the needs of the community;* and

(e) *Yarra's exciting retail strip shopping centres will provide for the needs of local residents, and attract people from across Melbourne.*

Clause 21.05-4 Public environment

62. The relevant objective and strategies of this clause are (as relevant):

(a) *Objective 28: To a provide a public environment that encourages community interaction and activity:*

(i) *Strategy 28.1 Encourage universal access to all new public spaces and buildings;*

(ii) *Strategy 28.3 Require buildings and public spaces to provide a safe and attractive public environment; and*

(iii) *Strategy 28.5 Require new development to make a clear distinction between public and private spaces.*

Clause 21.08-7 Neighbourhoods - Fitzroy

63. The neighbourhood character statement for this area at Clause 21.08-7 provides the following key observations about the Fitzroy neighbourhood, Brunswick Street and Victoria Parade:

(a) *Fitzroy is a mixed commercial and residential neighbourhood notable for the consistency of its Victorian streetscapes. It comprises a dense combination of residential areas, shopping precincts and commercial/ industrial activities;*

(b) *Victoria Parade, an important boulevard with substantial office development and the St Vincent's Hospital precinct, is on the south side of this neighbourhood. The Brunswick Street and Smith Street major activity centres run north south through the middle, while the Johnston and Gertrude Streets neighbourhood activity centres run east west*

through the neighbourhood. The Smith Street centre borders on Collingwood and is discussed in clause 21.08-5; and

(c) *The role of the Brunswick Street centre can be characterised as hospitality, entertainment, clothing and footwear, art galleries and studios, and non-government community services, all with a metropolitan focus.*

Relevant Local Policies

Clause 22.02- Development Guidelines for Sites Subject to the Heritage Overlay

64. This policy applies to all new development included in a heritage overlay. The relevant objectives of this clause includes to conserve Yarra's natural and cultural heritage, to conserve the historic fabric and maintain the integrity of places of cultural heritage significance, to retain significant view lines to, and vistas of, heritage places and to preserve the scale and pattern of streetscapes in heritage places.

65. The relevant policies regarding demolition/removal of a building of this clause are:

(a) *Generally encourage the retention of a building in a heritage place, unless:*

(i) *The building is identified as being not contributory;*

(ii) *The building is identified as a contributory building, and*

a. New evidence has become available to demonstrate that the building does not possess the level of heritage significance attributed to it in the incorporated document, City of Yarra Review of Heritage Areas 2007 Appendix 8 (as updated from time to time) and

b. The building does not form part of a group of similar buildings;

(b) *Encourage the removal of inappropriate alterations, additions and works that detract from the cultural significance of the place; and*

(c) *Generally discourage the demolition of part of an individually significant or contributory building or removal of contributory elements unless:*

(i) *That part of the heritage place has been changed beyond recognition of its original or subsequent contributory character(s); and*

(ii) *For individually significant building or works, it can be demonstrated that the removal of part of the building or works does not negatively affect the significance of the place.*

Clause 22.03 – Landmarks and Tall Structures

66. The objective of this clause is *to maintain the prominence of Yarra's valued landmarks and landmark signs.* To this end and to the extent of the policy's application to the addendum, *development should protect the silhouette/profile of St Patrick's Cathedral seen from the intersection of Brunswick Street with St Georges Road.*

Clause 22.05 – Interfaces Uses Policy

67. This policy applies to all development and land use applications and aims to reduce conflict between commercial, industrial and residential activities. The policy acknowledges that the mix of land uses and development that typifies inner city areas can result in conflict at the interface between uses.

Other Documents

Plan Melbourne

68. Plan Melbourne is the overarching strategic planning document that seeks to guide land use and development with the vision that *Melbourne will continue to be a global city of opportunity and choice.*

69. Key elements of Plan Melbourne have been incorporated into the Scheme via Clause 11 in particular however, additional relevant information, outcomes and directions include:

    (a) Metropolitan Melbourne is expected to accommodate an additional 3.4 million people reaching 7.9 million by 2051, with Victoria estimated to have a up to 10.1 million in total;

    (b) *Outcome 1 – Melbourne is a productive city that attracts investment, supports innovation and creates jobs:*

        (i) *Direction 1.1 - Create a city structure that strengthens Melbourne's competitiveness for jobs and investment;*

        (ii) Identifies *places of state significance that will be the focus for investment and growth* including health and education precincts with the purpose*:*

            a. To support health and education services that are well served by public transport in a range of locations across Melbourne. Their specialised economic functions will be reinforced, and they should provide opportunity for ancillary health and education services, retail, commercial and accommodation uses.

        (iii) The St Vincent's Hospital and Australian Catholic University Precinct (East Melbourne/Fitzroy) is identified as such a precinct;

        (iv) The inner area where the subject site is located is estimated to accommodate an additional 233,000 jobs by 2031 with key industries including *Professional scientific and technical services, finance and insurance services, healthcare and social assistance, public administration and safety.*

Spatial Economic and Employment Strategy

70. The Spatial Economic and Employment Strategy (SEES) was adopted by Council in September 2018 and includes 6 directions which will inform future policy for the Scheme.

71. The strategic direction contained within the SEES supersedes that contained within the Yarra Business and Industrial Land Strategy (BILS), adopted by Council in June 2012.

72. The strategy acknowledges that *the Australian Catholic University is planning an extension to accommodate 3000 additional students and 400 new staff to 2020, with new buildings proposed at 115B Victoria Parade* (on the corner of Napier Street) *and 81-89 Victoria Parade* (on the corner of Brunswick Street) with the latter being the subject of a VCAT appeal as identified earlier*.*

Notification

73. An amendment to the Development Plan is exempt from third party notice and review (appeal) rights, however 112 letters were sent to surrounding owners and occupiers and three signs were displayed on the site advising where the amended development plan was available for public inspection (i.e. online for 28 days). An information session was not held due to COVID-19 restrictions.

74. At the time of writing this report, two (2) submissions were received to the application. Issues of concern raised can be summarised as:

    (a) The park would attract "anti-social behaviour", the "homeless", "vandals", "rowdy groups" and "drug users";

    (b) The attraction of these groups may lead to the devaluation of surrounding properties; and

    (c) To ameliorate the above concerns, the submitters recommended that the park be fenced off and security cameras be installed. This will prevent the occurrence of vandalism, and dangerous rubbish (i.e. such as syringes) from being left behind.

Referrals

75. The application was referred to the Open Space Unit who have provided comments supporting the amendment.

Officer Assessment

76. The primary considerations for this amendment for the provision of a park / informal outdoor recreation area are:

    (a) Strategic justification;

    (b) Public Realm, Pedestrian Space and Landscaping;

    (c) Submissions; and

    (d) Other Matters.

    Strategic Justification and Land Use

77. The amendment satisfies the various land use and development objectives within the planning policy frameworks identified earlier, providing an acceptable level of compliance with the relevant policies within the Scheme, and is considered to provide a positive strategic opportunity for an interim use that will result in a good planning outcome.

78. It is already established through the endorsement of the existing DP that the land is suitable for redevelopment, with a proposed built form that responds to the diverse pattern of urban form in this part of Fitzroy.

79. The development at No. 115B Victoria Parade is under construction and includes a car park that once built and occupied, will pave the way for the demolition of the existing car park on the subject parcel of land (i.e. at No. 28-42 Young Street) to make way for the interim park. As such, the demolition of the existing building on the subject parcel of land is not in question and is an aspect that has previously been considered from a heritage perspective. The addendum provides a good opportunity for a better aesthetic response to the area by providing landscaping and space that can be enjoyed as an interim measure by students and residents, alike.

80. In broad terms, State and Local Policies encourage the concentration of development in and around activity centres and intensifying development on sites well connected to public transport.

81. The existing DP will continue to satisfy this component and whilst the addendum will provide open space for recreational purposes, this will be an interim measure. The permit applicant has indicated that it will be used for a period of approximately 5-15 years until the future development of the three-storey building endorsed as part of the existing DP is further developed. The ACU site has already undergone some significant changes over the years and the park will provided an informal outdoor recreation space to the public, and more specifically, students and residents already in the area.

82. There is clear policy support for the provision of open space in an urban setting as set out in the policy framework section of this report. The informal outdoor recreation area will be provided in an established area and supports policy quoted and extracted from clauses at 11.02 (Managing Growth and Structure Planning) and 13.03 (with regard to the compatibility of this use) of the Scheme. The park / open space / informal outdoor recreation area is compatible with the education facility and surrounding sensitive land uses, such as the dwellings to the north and those opposite, and located to the east of Little Napier Street, fronting onto Napier Street.

    Public Realm, Pedestrian Space and Landscaping

83. The proposal represents an improvement in streetscape, public space quality and perceived safety because it will provide an opportunity publicly accessible landscaped space that will include and encourage pedestrian movement as demonstrated at Figure 10, below.

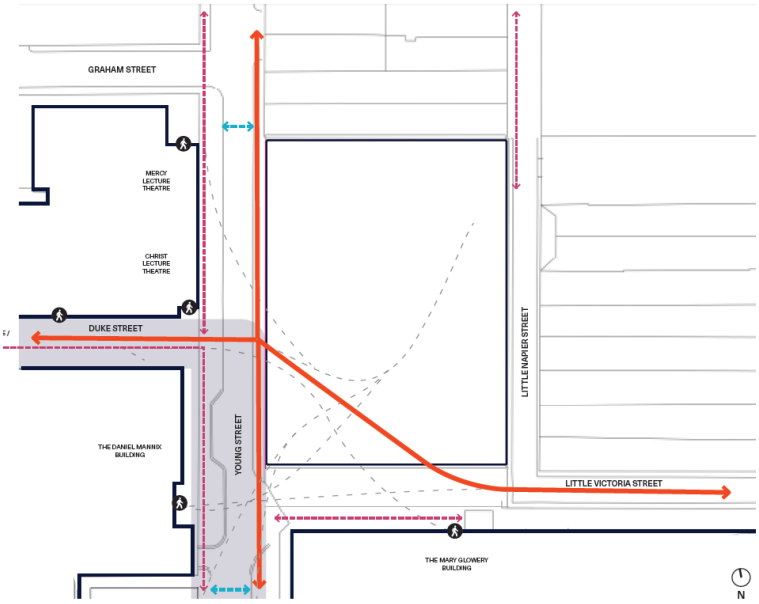


Figure 10: Proposed pedestrian movement.

84. The above pedestrian movement north south along the interface to Young Street and from Duke Street to Little Victoria Street, west to south-east of the site. This is a good connection point for students of the ACU to park land.

85. Vegetation / landscaping is intended to be provided around the periphery of the site with medium to large trees in the northern, half portion and medium trees in the southern, half portion. Small trees are also provided with grassed space in between. It is also intended that some landscaping will be maintained and included into the landscaping treatment forming part of the subject parcel's future development with the three-storey building currently endorsed and forming part of the DP.

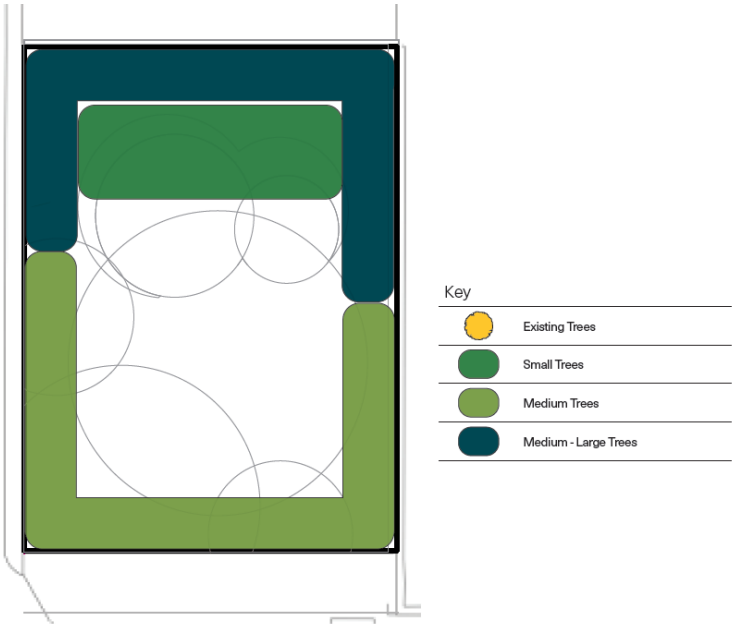


Figure 11: Proposed pedestrian movement.

86. Council's Open Space Unit has provided comments in support of this addendum, commending the permit applicant for providing a positive contribution. Further opportunity to enhance and improve landscaping treatments will be provided at the application stage in the form of a landscape plan that will verify all species and landscaping treatments, and further reviewed by Council's Open Space Unit.

Submissions

87. The issues which have been raised by the submitters relate to the misconduct of park users and are matters for the police. Off-site amenity was also considered extensively throughout its approval process. The proposed addendum is 'generally in accordance' with the DP and will not result in any unreasonable amenity impacts to nearby residential properties. Importantly, and as noted in the applicant's report note, the screen along the northern boundary wall adjacent to No. 44 Young Street, as required by the DP (see Figure 12), is proposed to be provided as part of the interim park proposed by the current addendum before Council.

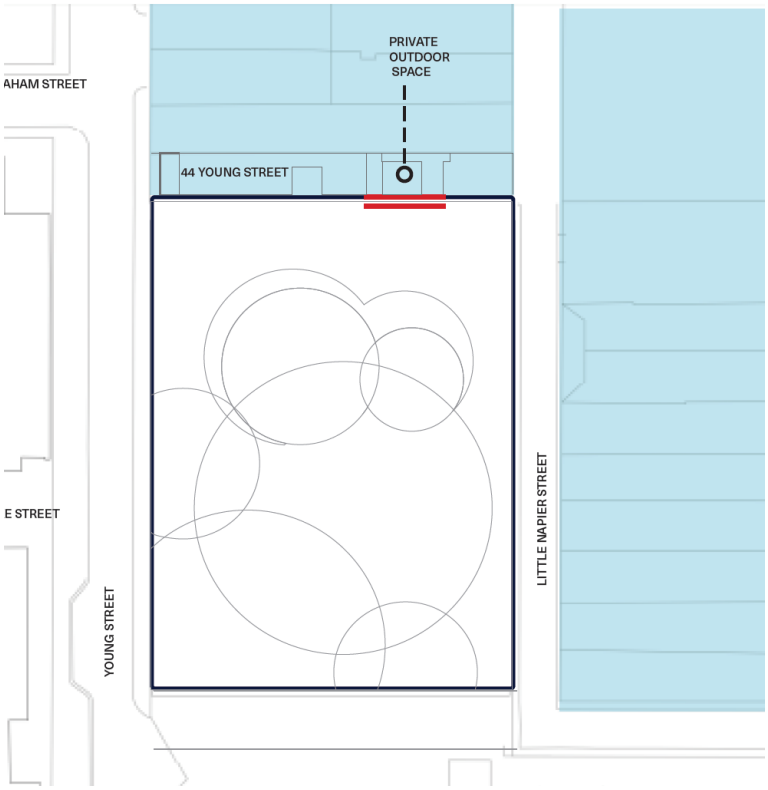


Figure 12: Screen endorsed as part of existing DP, also forming part of addendum.

Other Matters

Financial Implications

88. The DP is guided by legislation and has major financial implications for the site's current and future operations and financial direction into the future.

Economic Implications

89. There are no economic impacts to be considered in this report.

Sustainability Implications

90. Sustainability has been considered as part of the assessment of the original DP.

Social Implications

91. There are no social impacts to be considered in this report. In fact, there is a significant net community benefit to be gained with the introduction of a public park / informal outdoor recreation area within this part of Fitzroy.

Human Rights Implications

92. There are no human rights impacts to be considered in this report.

Communications with CALD Communities Implications

93. No CALD community implications are known.

Legal Implications

94. The request to amend the DP has been considered transparently by giving public notice of the submission period and receiving public submissions.

Conclusion

95. Having considered all relevant planning policy and submissions, the addendum to the DP should be supported. The addendum will be endorsed to form part of the existing endorsed DP to the ACU site.

RECOMMENDATION

1. That Council:

   (a) note the report of officers regarding the proposed amendment to the Australian Catholic University (ACU) Development Plan (DP) pursuant to Clause 43.04-3 (Schedule 2) of the Yarra Planning Scheme (the Scheme); and

   (b) resolve to approve the amendment to the Australian Catholic University (ACU) Development Plan (DP) pursuant to Clause 43.04-3 (Schedule 2) of the Yarra Planning Scheme (the Scheme) to include the addendum received by Council on 16 December 2020.

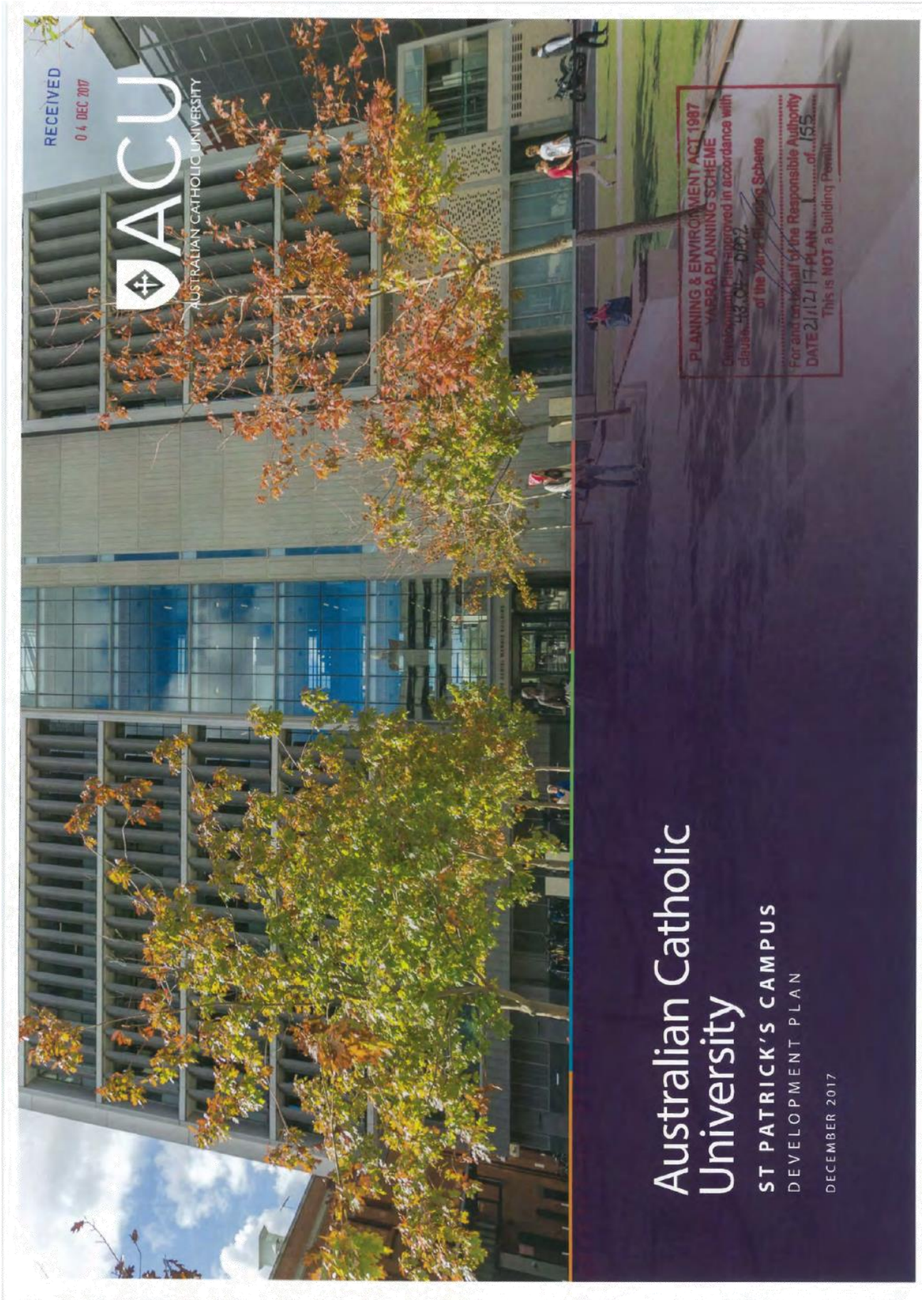
Attachments

1⇩ Endorsed ACU Development Plans

2⇩ Development Plan Addendum Proposed - Report to Council

3⇩ Open Space Referral comments

Attachment 1 - Endorsed ACU Development Plans



Attachment 1 - Endorsed ACU Development Plans



Attachment 1 - Endorsed ACU Development Plans

ACU

TESTIMONIALS

Message from the Archbishop Denis Hart

It is with great pleasure that I introduce the ACU Development Plan.

It is my privilege as Archbishop of Melbourne and President of ACU Limited to have the opportunity to reflect on what has been achieved by the Vice-Chancellor Professor Greg Craven, and the University staff under the wise guidance of the Chancellors General Sir Peter Cosgrove AK, MC, and the Hon. John Fahey AC with the support and encouragement of the Archdiocese of Melbourne at the Australian Catholic University's St Patrick Campus.

It is a particular source of pride for me with St Patrick's Campus located nearby to St Patrick's Cathedral and the administration of the Archdiocese to observe its development and witness the active engagement of the University with the Church and community in Melbourne. I welcome the opportunity for your comments and input to the further development of the Campus to further enhance this growing educational environment in Fitzroy.

Integral, as indeed primary for this whole activity, is the work done for the welfare of the students. We hope to provide our students with areas which will open out and provide the space for recreation, for the important dialogues which are part of University life, for friendship and for mutual understanding. The further expansion of the Melbourne Campus of the University I hope, will be a long-standing inspiration to the young people who come here, to look at the possibilities that we can all do for other people and to carry the work of the University further into the community, so that the contribution of all made here will be something which is remarkably authentic, human, guided by the respect for the dignity of the human person with the unique gifts and abilities of each young person placed at the service of those around them.

- Archbishop Denis Hart

Message from the Vice-Chancellor Professor Greg Craven

It is with great pleasure that I introduce the ACU Development Plan. Australian Catholic University (ACU) has developed and grown substantially over the last five years and its strategic positioning has now entered a new phase. ACU has transitioned from a University striving towards ambitious targets to one that is comprehensively embodying excellence.

The University is ambitious in achieving its goals and vision whilst at the same time is clear about its Catholic Identity and Mission. The University continues a legacy that spans over 2,000 years of the Catholic intellectual tradition's engagement in faith and reason. The ACU Development Plan will ensure we continue to work together towards the shared goals of academic excellence and as a provider of innovative and quality higher education courses delivered by leading academics, to meet the needs of a diverse student body in conjunction with our partners and the community.

I look forward to working with the ACU community and our stakeholders to achieve these goals through the next phase of the University's development.

- Professor Greg Craven - Vice-Chancellor

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Attachment 1 - Endorsed ACU Development Plans

ACU

1.0 INTRODUCTION

1.1 ACU Fitzroy

This Development Plan has been prepared to guide future planning permit applications for development at St Patrick's Campus of the Australian Catholic University (ACU) in Fitzroy.

The main campus is located in the block bounded by Brunswick Street, Napier Street, Victoria Parade and Gertrude Street. The properties owned by ACU within this block are shown on the aerial image.

This Development Plan applies to the ACU land within the Development Plan Overlay (DPO2) in the Yarra Planning Scheme.

Other areas of the campus will be subject to a separate planning approvals process.

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ACU

1.2 Aims of the Development Plan

ACU's Development Plan is to deliver a landmark mixed use development at the St Patrick's Campus in Fitzroy, Melbourne to accommodate the planned growth in students, teachers and research activities, improve the quality of teaching and learning environments and improve the pedestrian and public environment for students and the wider community.

The existing Australian Catholic University Development Plan was approved over 16 years ago (in 1999) and the works proposed under this Development Plan have since been completed.

This Development Plan replaces the 1999 Development with a contemporary document that formalises the strategic direction of the campus's next phase of development over the coming decade.

1.3 Background of ACU and St Patrick's Campus

The Melbourne Campus at Fitzroy, incorporating Cathedral Hall, was established in 2000 after the ACU's existing two Melbourne campuses (Mercy and Christ) were formally amalgamated. Mercy and Christ had both been colleges of the Victorian Institute of Catholic Education between 1975 and 1990.

At the heart of the Fitzroy neighbourhood is the historic Cathedral Hall, at 20 Brunswick Street, near the Victoria Parade corner. Connected to the Hall is the former Exhibition Boot Factory which, having provided the Hall with a foyer, cloakroom, ticket office and club rooms, was refurbished in the early 2000s.

Built in 1873, the Boot Factory turned out footwear for the Exhibition Boot Company for nearly 30 years before it was bought by the then Archbishop of Melbourne, Dr Thomas Joseph Carr in 1903.

Archbishop Carr set about refurbishing the Boot Factory to provide the Catholic community with its own class, club and meeting rooms. The facility was opened in 1903 when Archbishop Carr also bought two adjacent properties and it is here where Cathedral Hall was built and opened in 1904, followed by a supper room, opened in 1908. Since then, this complex of buildings has served the local Catholic and wider community as the venue for congresses, concerts, lectures, meetings and socials, and provided nearby Catholic schools with an assembly hall.

Cathedral Hall was showing real signs of wear and tear when custodianship was handed to the ACU. Since 2002 the University has embarked on a restoration program to return the Cathedral Hall complex back to its former glory.

The Supper Room was the first part of the Cathedral Hall complex to be restored, with a contribution to the project from the National Institute of Youth Performing Arts. A fully restored and renovated Boot Factory, providing office and teaching space, was reopened in November 2005. In October 2007, following its restoration, Cathedral Hall was reopened. This was made possible through generous contributions from the Ian Potter Foundation and the Archdiocese of Melbourne. The Hall now provides space for lectures, with music and drama students using the Supper Room. The complex provides a focal point for the intellectual and cultural life of the University.

St Mary of the Cross, Australian Catholic University, St Patrick's Campus, Fitzroy

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1842 - Birth of Mary Mackillop on the 15th of January, in Brunswick Street, Fitzroy

1873 - Boot Factory built

1903 - Boot factory bought by Archbishop of Melbourne

1904 - Cathedral Hall opened at 20 Brunswick Street

1991 - ACU formed and in 2000 The Fitzroy Campus was established following the amalgamation of the Mercy Campus and Christ Campus

2002 - Cathedral Hall listed on state heritage register

2005 - Boot Factory revamped, providing office and teaching space

2007 - Restoration of Cathedral Hall completed

2012 - Construction of The Daniel Mannix Building completed

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ACU

1.3 Background of ACU and St Patrick's Campus

The University chooses to focus on areas of higher education and research that are closely connected with its particular character as a University that is Catholic, public and national. The focus areas are Education and Arts, Health Sciences, Law and Business and Theology and Philosophy.

The University has the following Research Institutes, several of these have substantial teams based in Melbourne:

- Institute for Religious and Critical Inquiry (Melbourne)
- Learning Sciences Institute Australia (Melbourne)
- Mary MacKillop Institute for Health Research (Melbourne)
- Institute for Positive Psychology and Education
- Institute for Social Justice
- Institute for Health and Ageing (Melbourne)
- Institute for Religion, Politics, and Society (Melbourne)

As a Catholic University, the ACU is grounded in the Catholic intellectual tradition, affirming the value of rational inquiry and the human search for meaning, the combination of faith and reason. Knowledge is cultivated in an environment that fosters intellectual freedom, personal development and equity for all. The ACU's Catholic identity is animated through a commitment to serving others, developing an active learning community and fostering a just society.

ACU has a long tradition of nurturing the intellectual and spiritual life of students and staff. This is grounded in a commitment to caring for the whole person – mind, body and spirit, to support staff and students integrate learning, work, faith and community engagement.

ACU's Institute for Advancing Community Engagement (ACE), facilitates University-community partnerships that respects the wellbeing and dignity of people and through collaboration, seeks to enhance wellbeing of individuals and their communities locally, nationally and internationally. Australian Catholic University's (ACU) community engagement capacity has grown through its strategic partnerships with more than 170 organisations, including Catholic and other faith-based community groups and schools, as well as professions and corporations. Respect for each person, appreciation of the sacred in life and commitment to the common good are core values within the ACU's community engagement, which draws upon the capacities and scholarship of staff and students in its collaboration with people and communities here and overseas.

FACULTIES, INSTITUTES AND CENTRES

Australian Catholic University (ACU) has a wide range of institutes and centres as well as four faculties:

Education and Arts – areas include education, arts and humanities, global studies and international development studies, media communications, social science, youth work, and creative arts, visual arts and design.

Health Sciences – areas include counselling, environmental science, exercise physiology, exercise science, mental health, midwifery, nursing, occupational therapy, paramedicine, physiotherapy, public health, psychology, social work and speech pathology.

Law and Business – areas include commerce, business administration, accounting and finance, information technology, human resource management, law, marketing, supply chain management, occupational health and safety, and sustainability.

Theology and Philosophy – both these disciplines encourage students to search for wisdom, knowledge and truth.

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7 CAMPUSES
+ ROME CENTRE, ROME

30,248 STUDENTS (2014)

over 2,000 STAFF

CAMPUSES

ST FRANCIS, ADELAIDE
ST PATRICK'S, MELBOURNE
SIGNADOU, CANBERRA
MACKILLOP, NORTH SYDNEY
AQUINAS, BALLARAT
MCAULEY, BRISBANE
MOUNT SAINT MARY, STRATHFIELD

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ACU

THE DANIEL MANNIX BUILDING

Australian Catholic University, St Patrick's Campus - St Mary of the Cross monument

Australian Catholic University, St Patrick's Campus, 115 & 117 Victoria Parade, Fitzroy

Students at Australian Catholic University, St Patrick's Campus

Students at Australian Catholic University, St Patrick's Campus

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ACU ST PATRICK'S CAMPUS DEVELOPMENT PLAN | 7

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1.4 The Archdiocese, ACU and the Memorandum of Understanding

The Roman Catholic Archdiocese of Melbourne (Archdiocese), together with others, formed the ACU to establish and conduct the Australian Catholic University. In its conduct of the University, the ACU shares common objectives with the Archdiocese. The Archdiocese conducts many Church and other activities from St Patrick's Cathedral and other properties in the vicinity of the St Patrick's Campus.

The Archdiocese and ACU have entered into a Memorandum of Understanding (MoU) to identify and meet the common property arrangements in and around the St Patrick's Campus. As part of this MoU, the parties agreed to develop and adopt a master plan and design solution of Australian excellence for the land on and adjacent to Victoria Parade that provides an appropriate balance of built form and open space on the St Patrick's Campus.

The purpose of developing the Master Plan is to clearly communicate the plan for future sustainable development and provide long term certainty for all in relation to proposed property usage, infrastructure development and operational matters.

Recognising the value of the relationship between the ACU and the City of Yarra, the two parties have agreed to:

- strengthen the relationship between the Council and the ACU to ensure there is a high level of strategic co-ordination between the two organisations
- facilitate the development and management of joint projects which realise broad community benefits
- collaborate to promote key initiatives undertaken by the ACU and the City of Yarra.

A key focus area of the agreement includes broad objectives for Place Making and Urban Design for the St Patricks Campus. These objectives are to:

- collaborate on placemaking initiatives in the Campus by ensuring that preliminary consultations between Council and the ACU take place at the conceptual stage concerning the ACU's capital works programs
- ensure that there are best outcomes for the broader community through the design of urban spaces and the interface between ACU and Council land
- ensuring the integrity of the site's heritage features are maintained.

Attachment 1 - Endorsed ACU Development Plans

ACU

1.5 ACU Vision, Expansion and Consolidation Plans

The ACU provides a diverse range of subjects including Accounting and Finance, Commerce, Business, Marketing, IT, Law, Arts, Education and Teaching, Theology, Exercise Science and Allied Health, Philosophy, Paramedicine, Psychology, Nursing, Midwifery and Science. 10,000 students and approximately 800 staff attend the campus throughout the academic year. Since the ACU was formed on 1 January 1991, it has seen continued growth in the demand for its tertiary education student placements.

St Patrick's Campus will need to grow to accommodate approximately 12,500 students and 1,200 staff by 2030. The growth of the research functions will also continue in response to emerging opportunities.

The Development Plan has been developed to accommodate the ACU's required growth in students, teaching staff and research from 2015 to 2025. It has been developed to enable the ACU to further consolidate its teaching and research activities onto the Campus.

To enable the expected growth to be accommodated and campus consolidation objectives to be achieved, additional floor area will be required on the main campus.

The majority of new floor area will be located at the Victoria Parade frontage of the site which is the more robust interface, away from residential properties further north. New buildings will be constructed at 115B Victoria Parade (corner of Napier Street) and 81-89 Victoria Parade (corner of Brunswick Street) – not part of the Development Plan Overlay. The Mary Glowrey building will also be refurbished and extended.

Intended campus consolidation

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ACU

2.0 URBAN CONTEXT AND SITE ANALYSIS

2.1 Regional and Strategic Context

Within the wider strategic document, Plan Melbourne, it is recognised that Melbourne is home to a range of world ranked universities and that the knowledge based sector is fundamental to the city's ability to compete within the global economy and provide a quality skills base for future growth and prosperity.

2.2 Capital City Context and the Future Growth of Melbourne

Population growth and the changing economy are increasing the importance of cities and changing the way they function. Cities will continue to grow and shoulder a higher proportion of population growth. As cradles of innovation and creativity they are the major wealth generators and centres of opportunity, attracting people, business and investment from around the world.

Melbourne is growing rapidly, with a projected population of up to 7.7 million by 2051. Over the same period an additional 1.7 million jobs are forecast. A large percentage of this growth is to be accommodated in the expanded central city.

The 'Knowledge Economy' has been identified as a crucial economic development goal for Australian cities and specifically, Melbourne. Knowledge based industries typically cluster in defined locations, indicating there will be continued demand for significant growth in the central city, including the internationally recognised hospital, health and medical research precincts on Victoria Parade. In June 2014, the Education and Training and Health Care industries contributed $19 billion (5.5%) and $24 billion (6.8%) per annum, respectively, to Victoria's Gross State Product.

Tertiary education is vital to the Knowledge Economy and the future development of our young people. Higher education is a key driver of research and development, the provider of a skilled and educated workforce and a major contributor to the city's liveability and socio-cultural fabric. The Australian Catholic University is an important player and ideally placed for its ongoing contribution to the Victorian education sector and the knowledge economy.

2.3 The Expanded Central City

The City of Yarra is part of the expanded central city. The expanded central city is forecast to become Australia's largest business centre with an additional 260,000 - 320,000 jobs to create a total of 1 million jobs by 2031.

The Fitzroy/East Melbourne Health and Education precinct is a significant State cluster of health and education services. It includes the ACU, St Vincent's Public and Private Hospitals, The Eye and Ear Hospital, Epworth Freemasons Hospital and Medical Centre on Victoria Parade, Epworth Freemasons Hospital on Albert Street and the St Vincent's Private Hospital on Grey Street.

Nearby, Collingwood and the North Richmond to Victoria Park Station corridor adjacent to Hoddle Street are identified as Urban Renewal opportunities to accommodate new residential and commercial developments and large scale public works projects to make better use of underutilised land that is well located close to jobs, services and transport.

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2.4 ACU'S Contribution to The City Of Yarra

The City of Yarra's Economic Strategy 2015-2020 (the Strategy) reinforces the importance of the knowledge economy to the City. In 2011, 30,950 or 46% of workers in the City of Yarra were employed in the Knowledge Sector. Between 2006 and 2011, knowledge sector jobs grew by 17%, or 5,279 jobs, representing 54% of employment growth across all industries over this period.

The Strategy identifies the importance of the 'smart city' concept to the local economy. The 'smart city' concept recognises and supports the growth of urban areas where the key drivers of innovation, productivity and growth in the knowledge economy occur. Typically they are areas where research institutions, medical complexes, universities and clusters of high-tech and creative firms are located and attract the co-location of other businesses, entrepreneurs and professionals. Mapping businesses in the City of Yarra illustrates a number of distinct geographical clusters where businesses and institutions have clustered to provide economic advantage from collocation and collaboration. These include the Fitzroy Health and Education Cluster and the nearby Collingwood Creative Cluster.

In 2011, the Fitzroy Health and Education Cluster featured the greatest concentration of employment in the municipality with over 5000 employees. The area functions as a significant research and medical education cluster. Melbourne's growing and ageing population is expected to drive increased demand for these services in the future. Consultation with St Vincent's by the City of Yarra has indicated that major growth is required over the next 5 years. It is anticipated there will be significant flow on effects to surrounding businesses and opportunities for co-location of other activities, particularly in the education and research sectors. The City of Yarra recognises that these activities have the potential to dramatically influence the future urban and economic growth of the municipality.

+17%

2011 54%

2006

JOBS WITHIN THE KNOWLEDGE SECTOR IN CITY OF YARRA

HODDLE STREET
ST GEORGE'S ROAD
NICHOLSON STREET
EASTERN FREEWAY
VICTORIA PARADE
BRIDGE ROAD
YARRA CITY COUNCIL
MELBOURNE CBD

Legend
City of Yarra
Melbourne CBD
Health and Education Cluster
Health and Education Cluster (in Yarra City Council)
Creative Cluster (in Yarra City Council)
ACU site
Rail corridor redevelopment
Urban renewal precinct

Yarra City Council Clusters

In recognition of these important drivers of change, the ACU and City of Yarra have entered into a Memorandum of Understanding (MOU) which identifies areas for collaborative work. This includes:

Place Making and Urban Design

- collaborate on placemaking initiatives in the Education Precinct by ensuring that preliminary consultations between Council and the ACU take place at the conceptual stage concerning the ACU capital works program
- ensure that there are best outcomes for the broader community through the design of urban spaces and the interface between the ACU and Council land
- ensure that the integrity of the site's heritage features are maintained.

Education and Professional Development

- provide opportunities for the training and professional development of the employees of the Council by the ACU
- provide opportunities for relevant employees of the Council to assist as guest lecturers/tutors at the ACU
- collaborate in relation to research and learning opportunities that might arise from time to time, including research into relevant portfolio area.

Health and Wellbeing

- improve the health and well-being of the Yarra community through creating a stronger relationship between the ACU's public health expertise and the work of Council.

Economic Development

- work together to expand the benefit of the ACU's activities to a wider local community.

Research

- develop cooperative research projects across a range of portfolio areas which harness the strong research expertise of the ACU in a way that assists Council to improve its evidence base and advocate for better social outcomes.

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2.5 Local Context

The ACU is strategically located on Victoria Parade, one of the Melbourne's most important entrance boulevards to the CBD, alongside St Kilda Road and Royal Parade. Melbourne's entrance Boulevards are very distinctive features of the city's urban fabric. Characterised by a number of large institutional and commercial buildings, Victoria Parade is a very wide, generous, tree lined space where relatively tall buildings are both suitable and can be accommodated given the width of the road, the size of many of the lots and the dominance of the Boulevard's tree canopy.

The Campus sits at the north east entrance of the Melbourne CBD and the northern entrance to the Brunswick Street Activity Centre. The local area includes the Gertrude Street shopping precinct and the Smith Street Activity Centre.

The ACU is in walking distance of a 5 min Jte tram ride to the CBD and Parliament Station. It sits within the expanded Central City zone which will continue to grow to accommodate health, education and knowledge intensive activities. A number of prominent landmarks can be seen from or are in walking access from the campus including, St Patrick's Cathedral, the Carlton Gardens, Royal Exhibition Buildings, the Melbourne Museum, Parliament House and the Fitzroy Gardens.

Victoria Parade is the central spine of the Fitzroy/East Melbourne Health and Education Precinct. It accommodates a cluster of capital city health and knowledge economy activities including the Epworth Freemason's Hospital, the Eye and Ear Hospital and St Vincents' Public and Private Hospitals and the Catholic Theological College. There are also a number of large tenancies along the Boulevard accommodating a mixed use of medical, government and business services.

The geographic location of the campus provides a landmark opportunity to signify both the location of the St Patrick's Campus and a key component of the health and education cluster located along the length of Victoria Parade with higher buildings clustered at the western end of Victoria Parade including the Eye and Ear Hospital and St Vincents' Public and Private Hospitals.

Victoria Parade contains a number of sites that can accommodate significant growth, including the ACU St Patrick's Campus. The ACU Campus is ideally located to accommodate growth given:

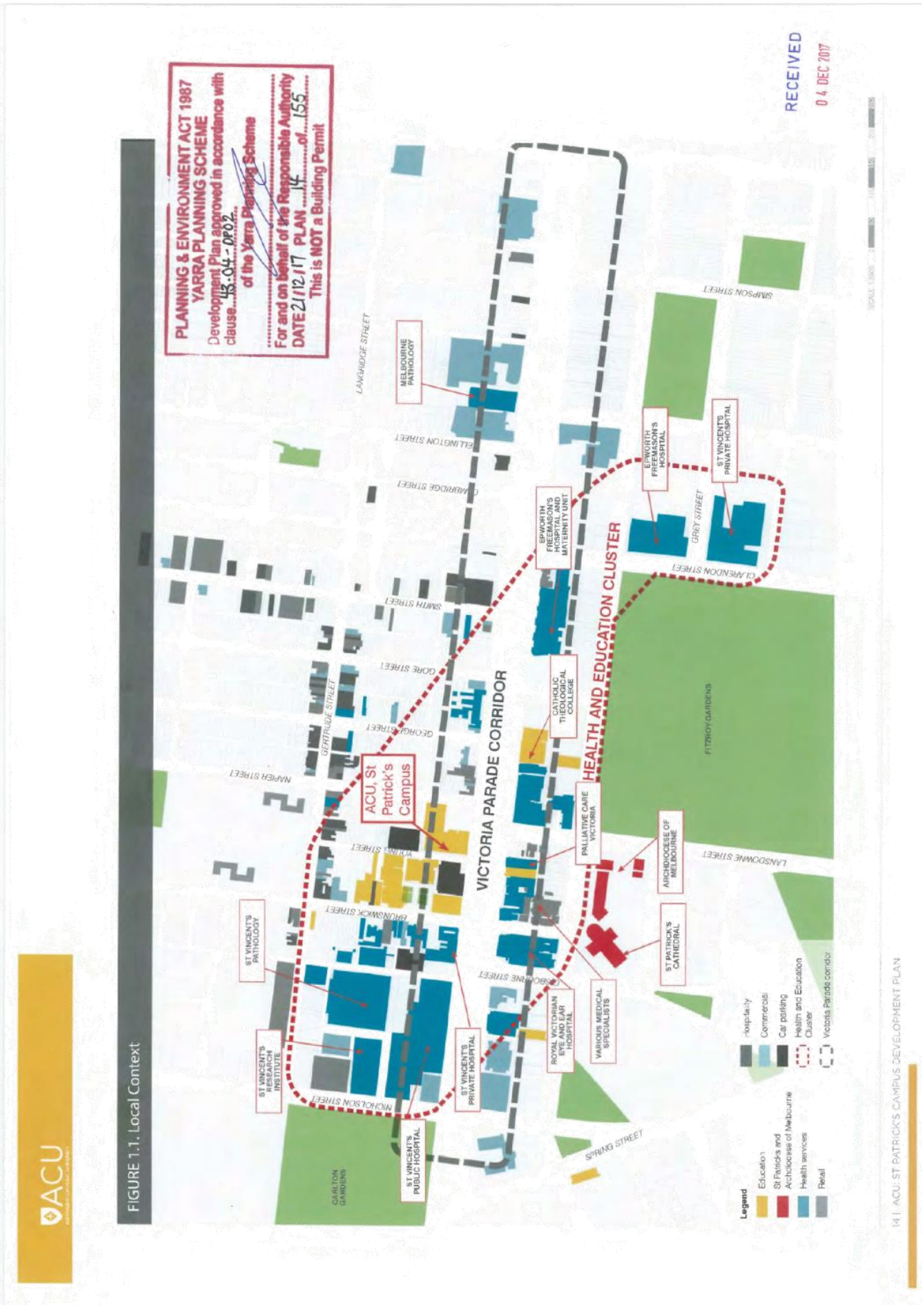
- the relatively large lot size
- the sites location on a major civic boulevard which provides the opportunity to accommodate greater scale and height similar to St Kilda Road
- the scale and orientation of the ACU Campus which is to the south of the fine grain residential precincts in Fitzroy, meaning any overshadowing from high scale development will be minimal
- the size of the Campus provides the opportunity for higher scale development to be located on the Victoria Parade frontage with height transitioning down to the north to assist in minimising the impact of bulk on the sensitive residential uses to the north of the Campus

As identified in the Yarra City Council Economic Strategy 2015- 2020, the Australian Catholic University and St Vincent's Hospital's need to accommodate major growth over the next 5 years given increased demand for Education, Medical and Research activities and to capitalise on the productivity and job growth which will drive development investment within the education and health precincts in both the City of Melbourne and the City of Yarra. Growth of jobs in these sectors is of State importance.

To the north, east and west of the site, the Campus abuts a mix of development types including larger lots accommodating St Vincent's Hospital and a mix of one, two and three storey finer grain terraces and warehouse conversions. To the north of Little Victoria Street, Napier Street comprises primarily one and two storey heritage terraces with future development managed by the South Fitzroy Heritage Overlay. The interface to the south and east of the Campus is particularly sensitive given the intact nature of much of the Napier Street heritage properties.

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ACU: ST PATRICK'S CAMPUS DEVELOPMENT PLAN | 15

2.6 Location and Layout

The ACU St Patrick's Campus comprises a number of historic and contemporary buildings, the Campus has the following buildings and facilities which are mapped on the adjacent plan, noting that the car park (No. 6) is not part of the ACU campus:

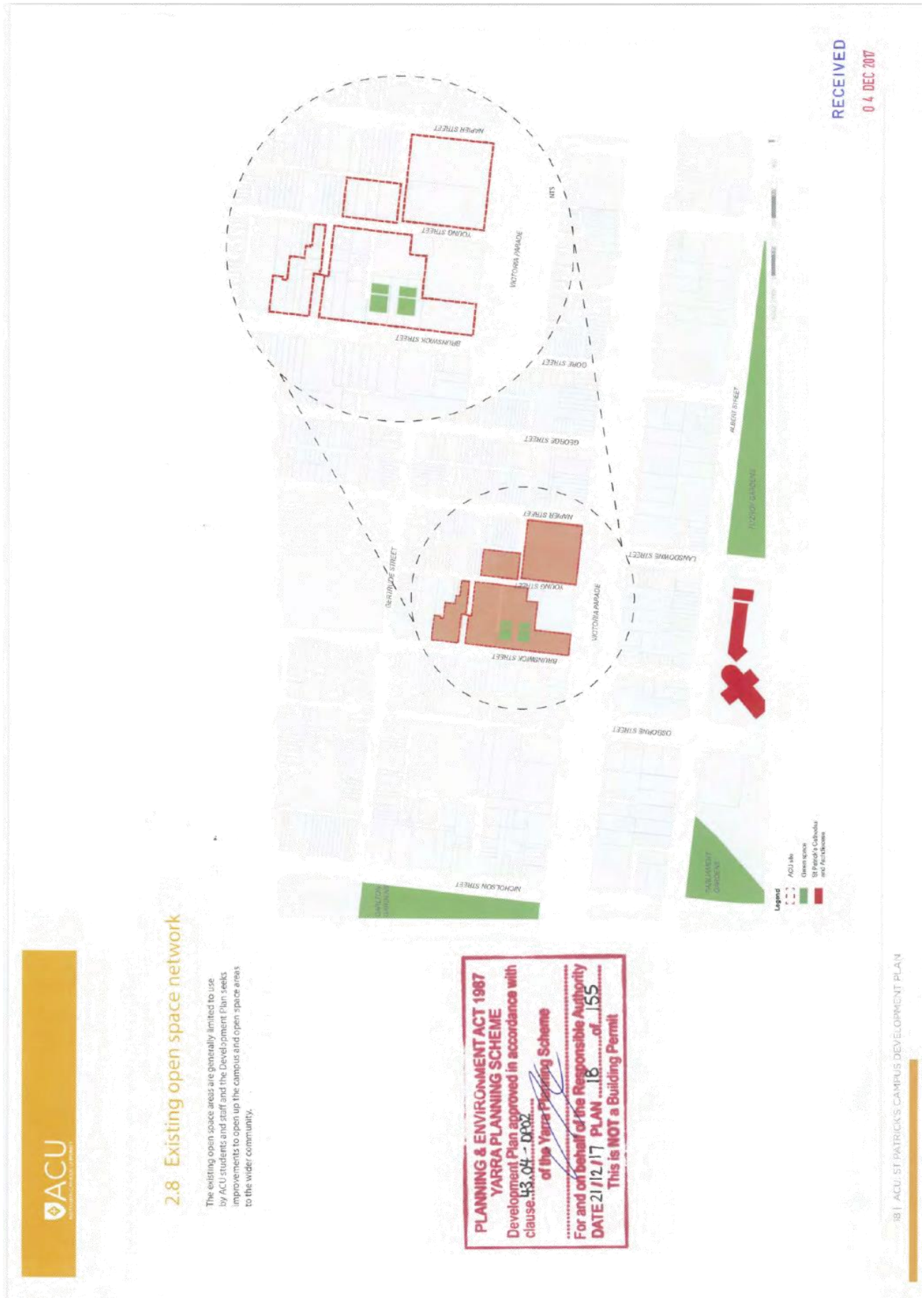
1. The Mary Glowrey Building (115 Victoria Parade): Main teaching space, reception, library, student facilities, the Office of Student Success, specialist laboratories for Speech Pathology, Biology, Occupational Therapy, Media Labs, gymnasium and Moot Court (5 storeys)
2. The Daniel Mannix Building: Philippa Brazil Rain Lecture Theatre, rooftop garden, St. Mary of the Cross Chapel, Nursing, Paramedics, Exercise Science, Midwifery, Occupational Therapy and Psychology, specialist laboratories, (7 storeys + 2 plant)
3. Cathedral Hall: Auditorium and tutorial rooms (3 storeys)
4. Modular Buildings (81-89 Victoria Parade) (2 storeys): Tutorial rooms
5. Young Street multi-level carpark (4 storeys)
6. Victoria Parade multi-level carpark
7. Christ Lecture Theatre
8. Mercy Lecture Theatre
9. Drake House
10. Visual Arts Building
11. Early Childhood Centre
12. Recital Room
13. Mac Labs
14. St Mary of the Cross Square
15. 3 Graham Street
16. 32 Brunswick Street

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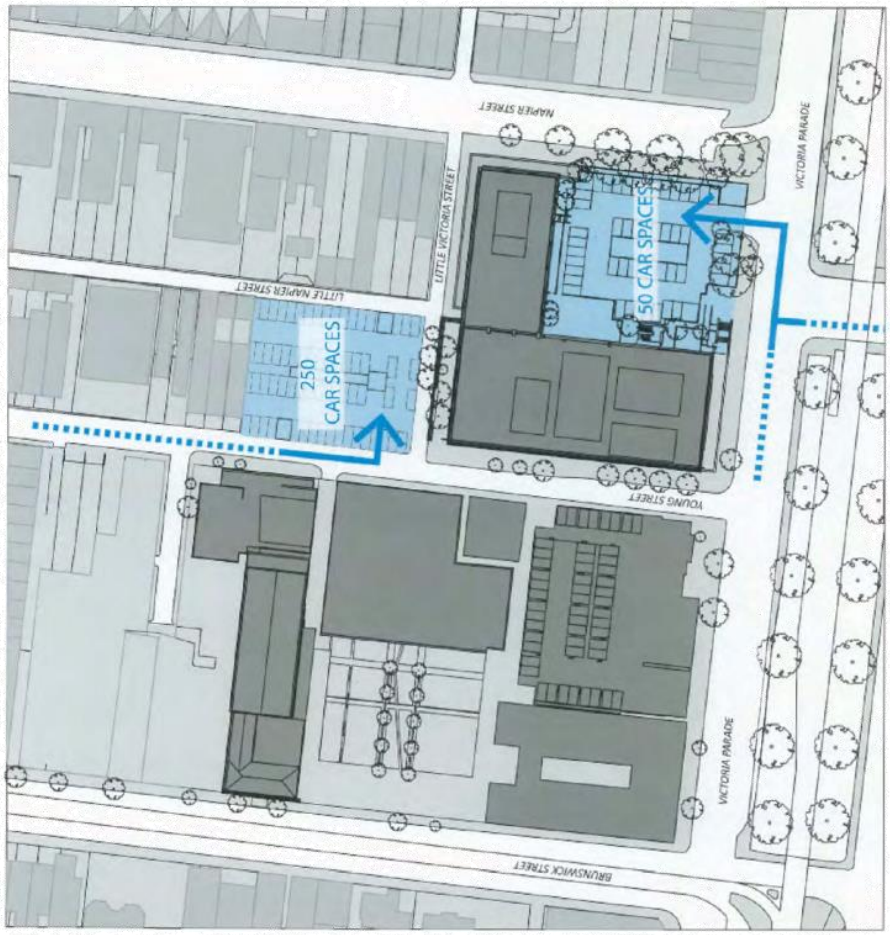
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2.9 Existing access arrangement

Existing access arrangements are provided to the at grade car park on the corner of Victoria Street and Napier Street and to a multi level car park in Young Street.

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2.10 Access & Movement Analysis (pedestrian and vehicle)

The main buildings on campus are proximate to a wide array of transport options including major vehicular routes, all types of public transport, cycling routes and walking linkages. The intended campus consolidation and eventual growth will harness the excellent access available to future staff, students and visitors while also seeking to prioritise sustainable modes of transport by improving access to public transport and integrating pedestrian linkages into the wider pedestrian network.

Victoria Parade

Victoria Parade is one of the major thoroughfares of inner Melbourne. Between Spring Street and Hoddle Street it is a divided road with a wide reservation down the middle. Victoria Street is the extension of the Parade to the east and west that runs for over six kms, between North Melbourne and the Yarra River.

Victoria Street and Parade form a part of the borders of several inner Melbourne suburbs including West Melbourne, North Melbourne, Melbourne, Carlton, East Melbourne, Fitzroy, Collingwood, Richmond and Abbotsford. In addition to the Carlton Gardens, several other Melbourne landmarks are located on Victoria Parade, including RMIT University, the Royal Exhibition Building, St Vincent's Hospital, Queen Victoria Market, the Eastern Hill Fire Station and the Victorian Tracies Hall.

Public Transport

The site is very well serviced by trams, trains and buses. Diagonally opposite the Campus is the St Vincent's Plaza super stop which is on the corner of Victoria Parade and Brunswick Street. Trams from this stop service the CBD and travel to North Balwyn, Docklands, Box Hill, Port Melbourne, Victoria Gardens, St Kilda and West Preston. The Nicholson Street Tram is approximately 250m from the Campus servicing Bundoora and East Brunswick.

Parliament Station can be accessed via a short tram ride and it is within a 10 minute walk from the campus for an able bodied person.

Victoria Parade is a priority Bus Route with buses servicing the Northern and Eastern suburbs including Bundoora, Kew, Doncaster, Ringwood and Heidelville.

Cycling Access

The ACU campus has good access to the adjacent Napier Street priority cycling route and the recently completed Copenhagen style cycling link to the east of the site along Wellington Street.

Campus Pedestrian Access

The Campus surrounds has a high number of pedestrians with people moving between the nearby bus and tram stops, large car parks and street car parking areas.

Public Transport Context Overview Map

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2.1.1 Existing Urban Character Analysis

The ACU main campus is located within the block bounded by Brunswick Street, Napier Street, Victoria Parade and Gertrude Street, with Young Street running north-east through this wide-block. ACU manages 15 buildings within this space as previously demonstrated in Section 2.6.

Victoria Parade is a major vehicular boulevard with distinctive trees creating a central avenue. Victoria Parade plays host to a range of larger buildings, more suitable to face this robust physical interface than the low scale residential areas beyond. Such buildings include various health and research facilities such as St Vincent's Private Hospital, Centre for Eye Research Australia, Epworth Freemasons Maternity Unit, and numerous others. Built form ranges widely in height from single and double storey heritage or period homes, to multi storey commercial facilities. Located within the blocks behind Victoria Parade (to both north and south) are a wide range of fine grain heritage or period dwellings interspersed with other commercial or larger residential developments.

The lower end of Brunswick Street exhibits a wide array of built form including the large social housing development located between Gertrude and Duke Streets, with further single to triple storey developments of varying heritage or modern value between the social housing and the university.

Within Young Street, which itself is a narrow local access street, beyond the existing ACU campus buildings and the two car parks, are varying single to triple storey housing in period to modern architectural styles.

Napier Street, like Young Street, a local access street, is largely low-rise with single to triple storey residential and small scale commercial uses. The street is similar to many others in the wider area, demonstrating a fine-grain heritage streetscape interspersed with some more modern development.

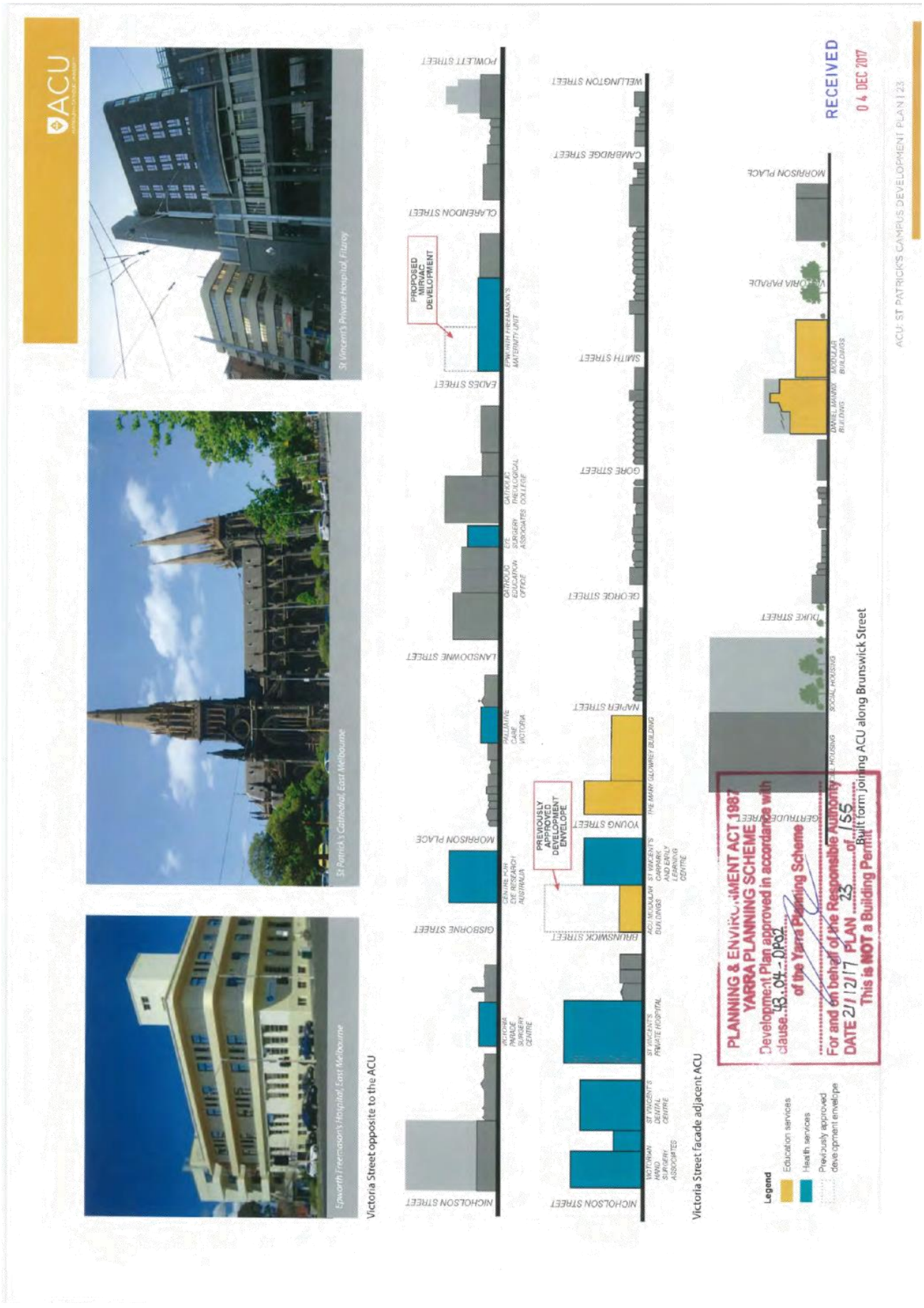
The interface between the university buildings and the lower scale built form to the north and east is softened at present through the use of varying architectural treatments and design styles, designed to complement the heritage nature of some of the building stock, softened further by landscaping which fits the treed avenues.

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2.2 | ACU ST PATRICK'S CAMPUS DEVELOPMENT PLAN

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3.0 DEVELOPMENT PLAN PRINCIPLES

3.1 Key Drivers

The following section sets out the key drivers of the Development Plan, campus design drivers and ideas and design principles for new buildings.

Responding to Victoria Parade through appropriate scale and mass.

Responding to the established and future character of the Victoria Parade Health and Education Corridor as a higher density mixed use urban zone, the sites location on a major civic boulevard provides the opportunity to accommodate greater scale and height similar to buildings on St Kilda Road

Improving the legibility of the Campus through the development of well designed larger buildings for visitors to the site and as the north east entrance to the CBD

Higher Buildings will be oriented toward Victoria Parade to strengthen the presence of the University as part of this important gateway to the central city. New well designed buildings on Victoria Parade will improve the presentation of the Campus when viewed from its surrounds.

* SUBJECT TO A SEPARATE APPLICATION PROCESS

Responding to the range of local scale and heritage character conditions to the north and east of the Campus.

The size and orientation of the Campus provides the opportunity for higher scale development to be located on the Victoria Parade frontage with height transitioning down to the north to assist in reducing the impact of bulk on the sensitive residential uses to the north of the Campus

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Improving access to public transport along Victoria Parade, Brunswick Street and Gertrude Street from and to the Campus.

The development proposes overall improvements to the quality and safety of the public realm by improving the integration of pedestrian access and the surrounding local precinct with a priority to improve safety and accessibility to public transport stops adjacent to the Campus

VICTORIA PARADE

St Vincent's Plaza tram stop, Victoria Parade

Ensuring pedestrian links from the Campus integrate and form part of the wider pedestrian network.

St Patrick's Campus will become a pedestrian oriented space that is safe for students and prioritises sustainable modes of transport. The Campus will be developed to improve the quality of walking infrastructure on Campus and better integrate these pathways with the pedestrian routes adjacent to the Campus

VICTORIA PARADE

Pedestrian crossing along Victoria Parade

Improving the provision and access to additional and upgraded open space for the ACU Campus community, visitors to the site and the local community

Incrementally, the Campus will have a network of different kinds of interlinked open spaces that serve different functions and offer flexible spaces for break out, social and structured interaction and rest and relaxation for both the University and local community. Green landscape elements will be incorporated throughout the Campus where ever possible

VICTORIA PARADE

Pedestrian access in and around the campus

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3.2 Campus Design Drivers

The Campus design drivers reflect the ACU's vision to improve the quality and accessibility of the Campus' public realm and as a well-designed city campus, to better integrate the Campus within its local environment.

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The Campus open space and pedestrian networks will be improved and expanded to better connect the Campus to its local surroundings. Increase access to open space in the South Fitzroy area and provide greater accessibility and sense of safety for all students, academic staff and visitors to the Campus.

The planning and design principles have been developed in accordance with the City of Yarra's commitment to reduce car dependence by promoting walking, cycling and public transport use and improving the quality of walking and cycling infrastructure within and adjacent to the St Patrick's Campus.

1 A shared zone along **Young Street** will create a **pedestrian environment** that contributes to public open space and amenity.

2 Two **Campus spines** provides access for pedestrians through and around the Campus and opens up the Campus for improved public access.

3 A **pedestrian focused** Campus provides a safer environment for students and strengthens connections and relationships between campus buildings and the adjacent campus uses and activities.

4 A **series of open spaces** will increase public realm access and Campus amenity.

5 A **hierarchy** of open spaces will serve a multitude of passive and active functions.

6 Establishing **Campus hearts**, that work together as communal spaces will serve the various buildings within the Campus.

7 An **activated building edge** on the ground level allows for a connection between the built form and open spaces.

8 The Campus green is both a **public and Campus** zone, connecting the Campus back to the wider community.

VICTORIA PARADE

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4.0 DEVELOPMENT PLAN COMPONENTS

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4.1 Campus Design Principles

The Campus Design Principles have been developed in response to the important role and location of the St Patrick's Campus and to improve the Campus amenity and accessibility for students, academic staff, visitors to the Campus and the local community. The proposed developments provide the opportunity for the Campus to fulfil its role as part of the capital city knowledge economy and reflect its location at the north east entrance to the CBD that is part of the cluster of higher health and education buildings including the Eye and Ear Hospital and St Vincent's Public and Private Hospitals.

The vision of the ACU is for the St Patrick's Campus to optimise its place making potential through the development of well designed higher buildings that improve the legibility of the Campus while respecting the important interface it has with the finer grain heritage buildings and streetscapes.

As the Campus is developed, the open space and pedestrian networks will be improved and expanded to better connect the Campus to its local surroundings, increase open space in the South Fitzroy area and provide greater accessibility for students, academic staff, visitors to the Campus and the local community.

LAND USE

The Development Plan is required to enable the ACU to accommodate growing community educational and research needs and to consolidate all of the ACU's teaching, academic and research activities to the St Patrick's Campus.

The Development Plan has been developed for delivery over a fifteen year period.



BUILT FORM

The ACU St Patrick's Campus will deliver built form that relates to the surrounding context and creates an optimal environment for the sustainable operation of the University. This will include:

- height and mass that relates to the established and future character of the Victoria Parade corridor as a health and education focused mixed use urban zone.
- buildings with identity oriented toward Victoria Parade and the city to serve a market to strengthen the presence of the University within the city.
- transitions in height and intensity to respond to the character of the inner Fitzroy precinct.
- the ground level of buildings interact with the public realm and help activate and enliven open spaces within the Campus.

THE CAMPUS PUBLIC REALM

The Campus public realm will provide a hierarchy of spaces that are activated and well used by the University and the wider community. This will be achieved through the following key initiatives:

- St Patrick's Campus will become a pedestrian oriented space that is safe for students and prioritises sustainable modes of transport.
- the creation of a pedestrian focussed zone that encompasses University buildings will create strong pedestrian linkages through the Campus and to adjacent uses, activities and transport networks.
- a number of different kinds of open spaces that serve different functions and offer flexible spaces for break out, social and structured interaction for both the University and the community and places for rest and relaxation.
- green landscape elements will be incorporated where ever possible including enhancing any blank walls.
- the public realm will be activated by built form boundaries where inside and outside activities cross over with uses that extend into open spaces from within buildings.

ENVIRONMENTAL SUSTAINABILITY

The built form and public realm is designed to maximise environmental sustainable development (ESD) initiatives and showcase sustainability to the wider community. This includes:

- ensure efficient use of energy and reduce operating greenhouse gas emissions.
- ensure efficient use of water, reducing potable water use and encourage the collection and reuse of stormwater and alternative water sources.
- improve indoor environment quality including by providing fresh air intake and cross ventilation, where feasible natural and appropriate levels of lighting and external views, and thermal comfort.
- reduce the impact and improve the quality of stormwater runoff through water sensitive urban design.
- promote sustainable transport including walking, cycling and public transport to minimise car dependency.
- manage waste through waste avoidance, reuse and recycling and the creation of adaptable spaces and buildings formed with durable materials.
- enhance biodiversity and natural habitats and reduce the urban heat island effect through the use of indigenous vegetation.

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4.2 Staging

The campus will be gradually consolidated allowing the leases to be released and a consolidated campus achieved.

The indicative staging is indicated in the diagrams below with the new building at 115B Victoria Parade being the first priority project. Future stages will depend on future education needs, growth and funding availability, as the university continues to plan for evolving educational trends.

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Stage 1 - Development of 115B Victoria Parade



Stage 2 - Development of 81-89 Victoria Parade
*subject to a separate application process



Stage 3 - Development of 28-42 Young Street



Additional floor space to Mary Glowrey Building

Legend

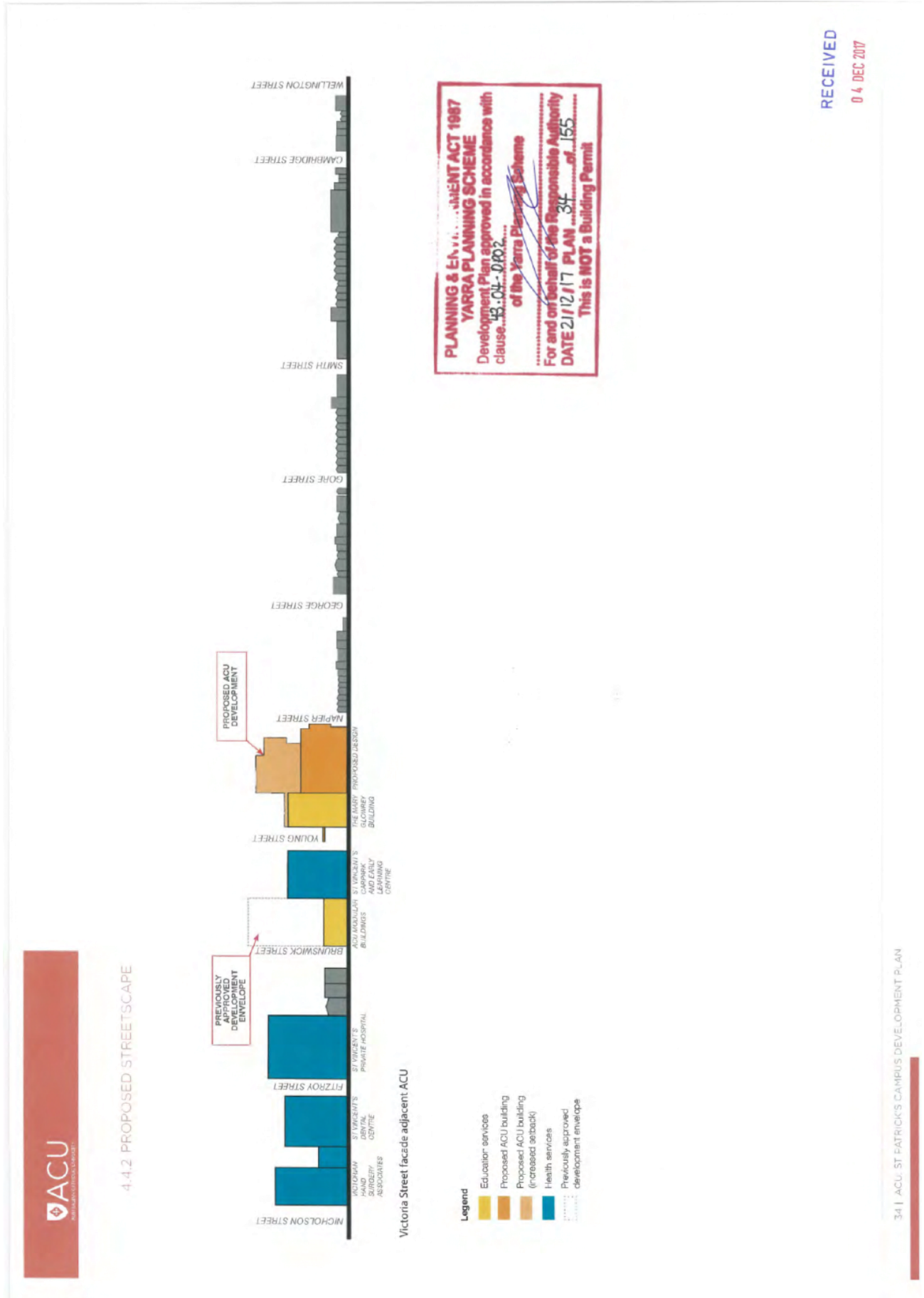
- Campus building for development
- Current development within stage
- Completed development
- Additional floor space to existing buildings

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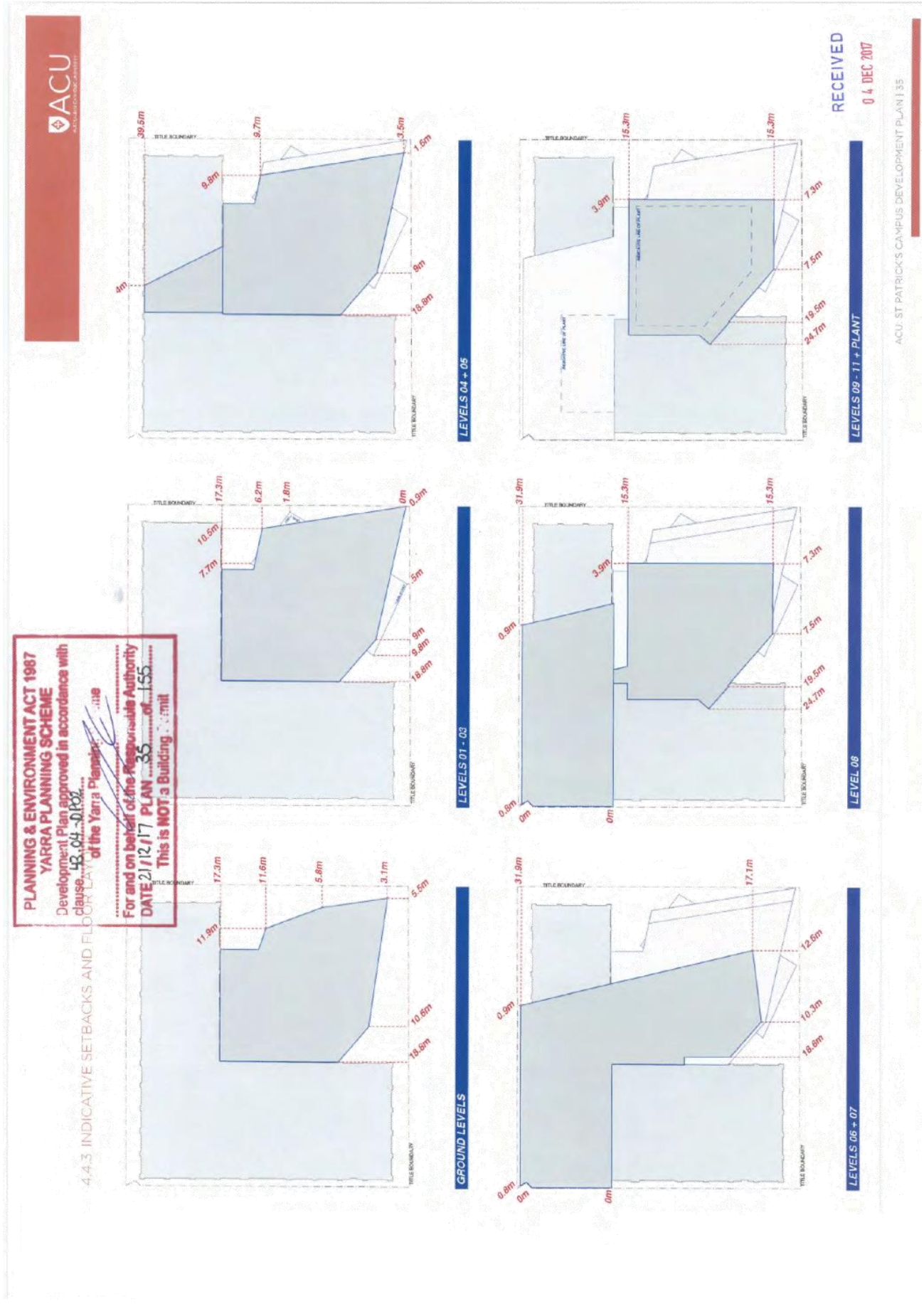
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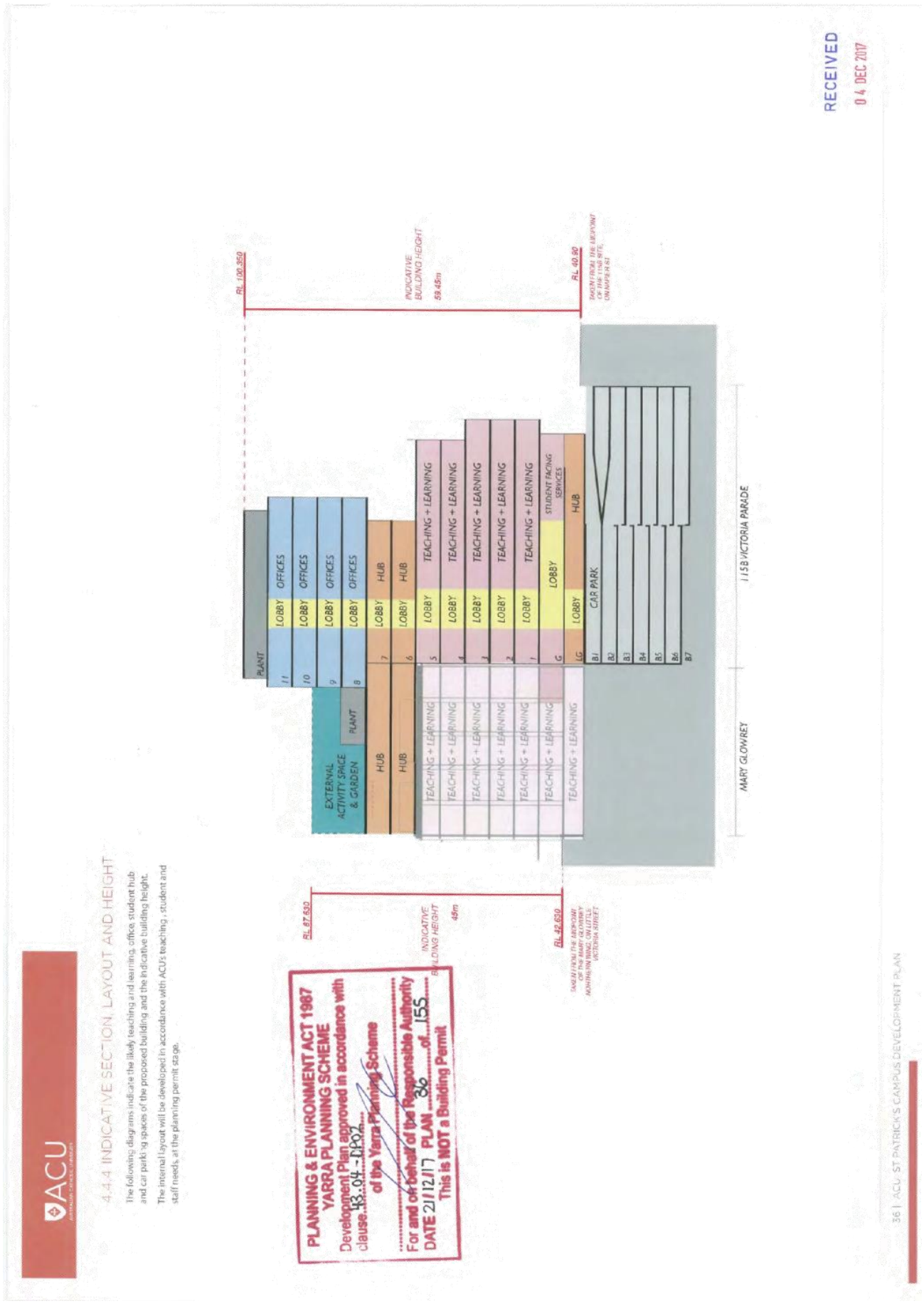
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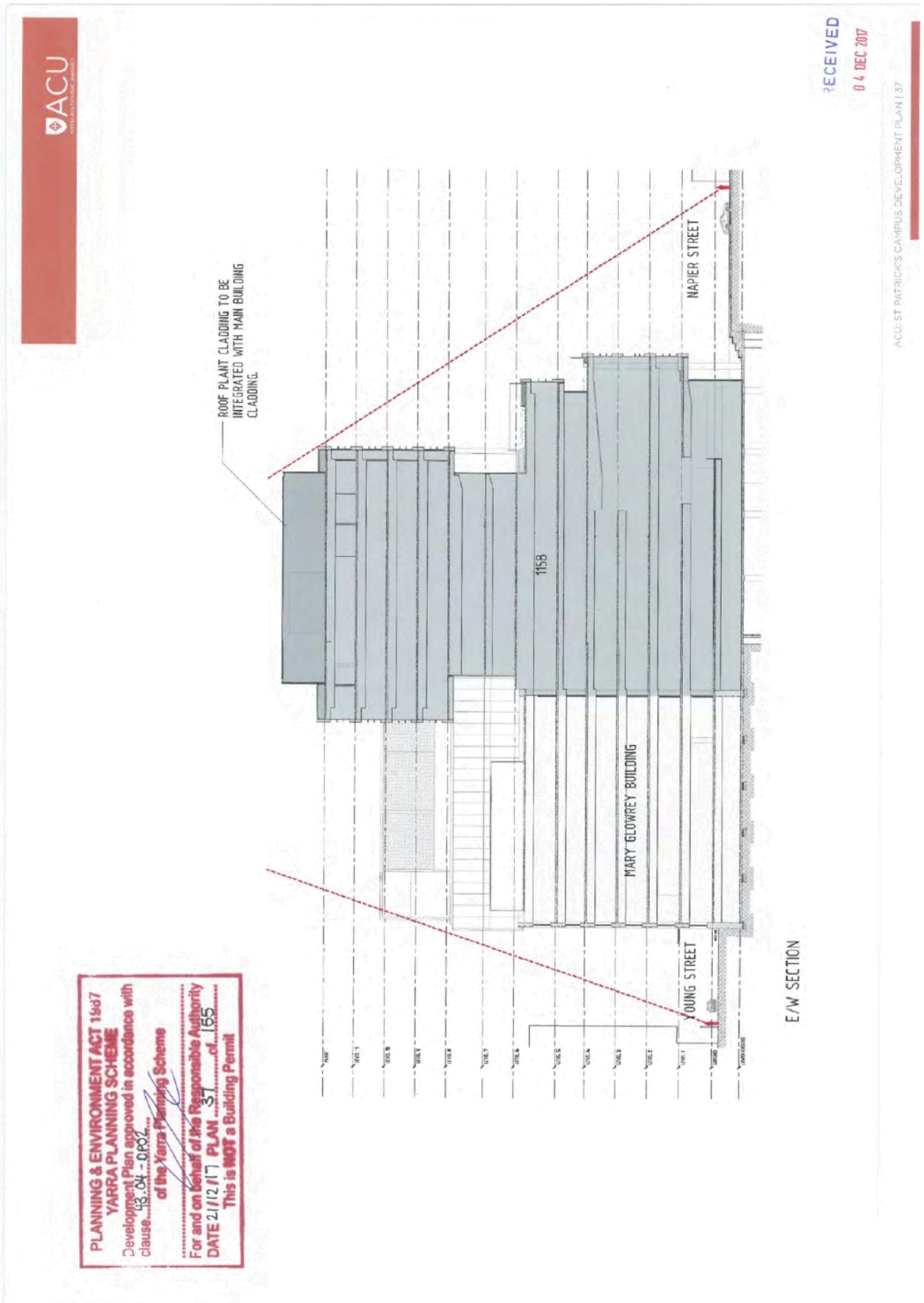
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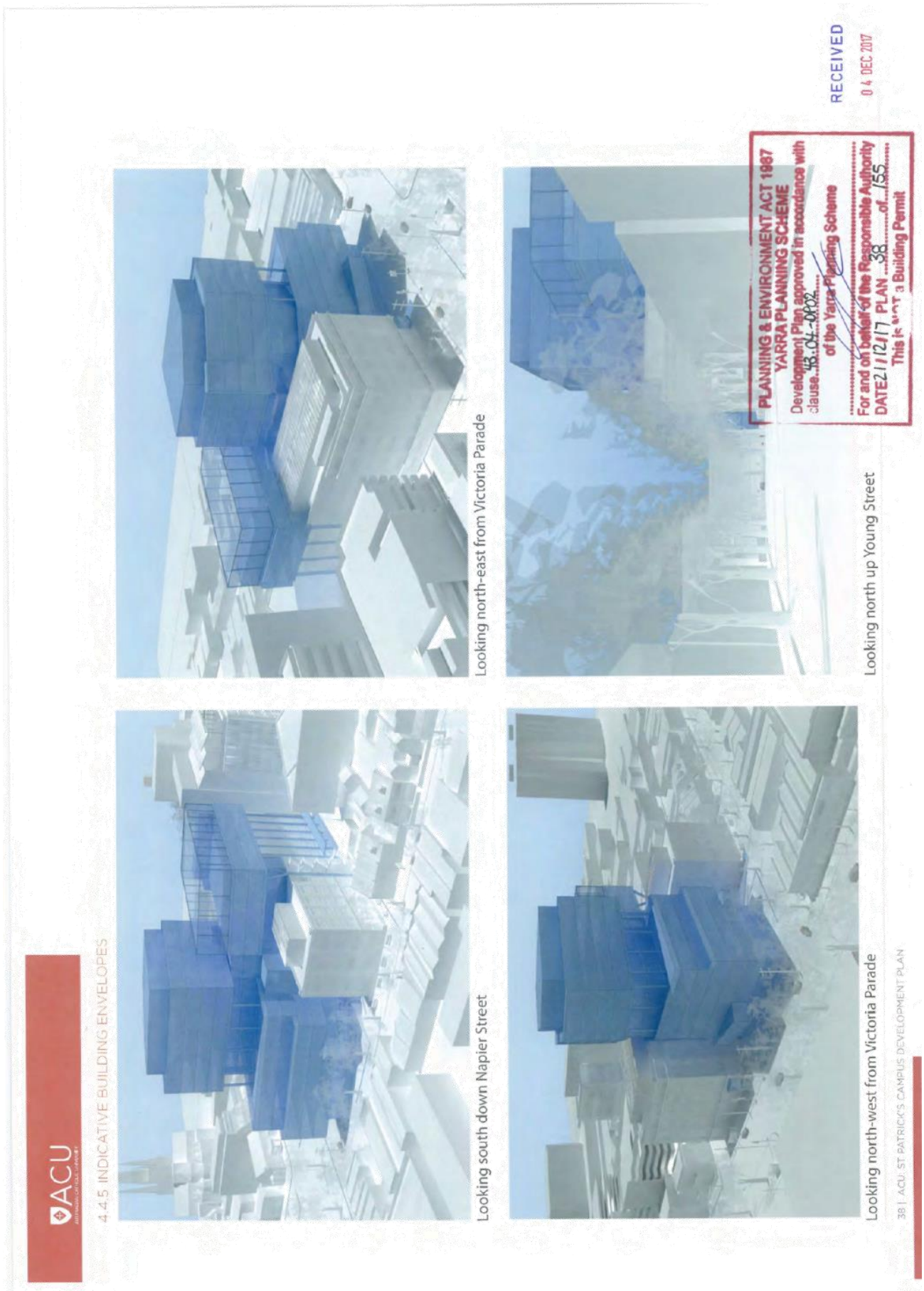
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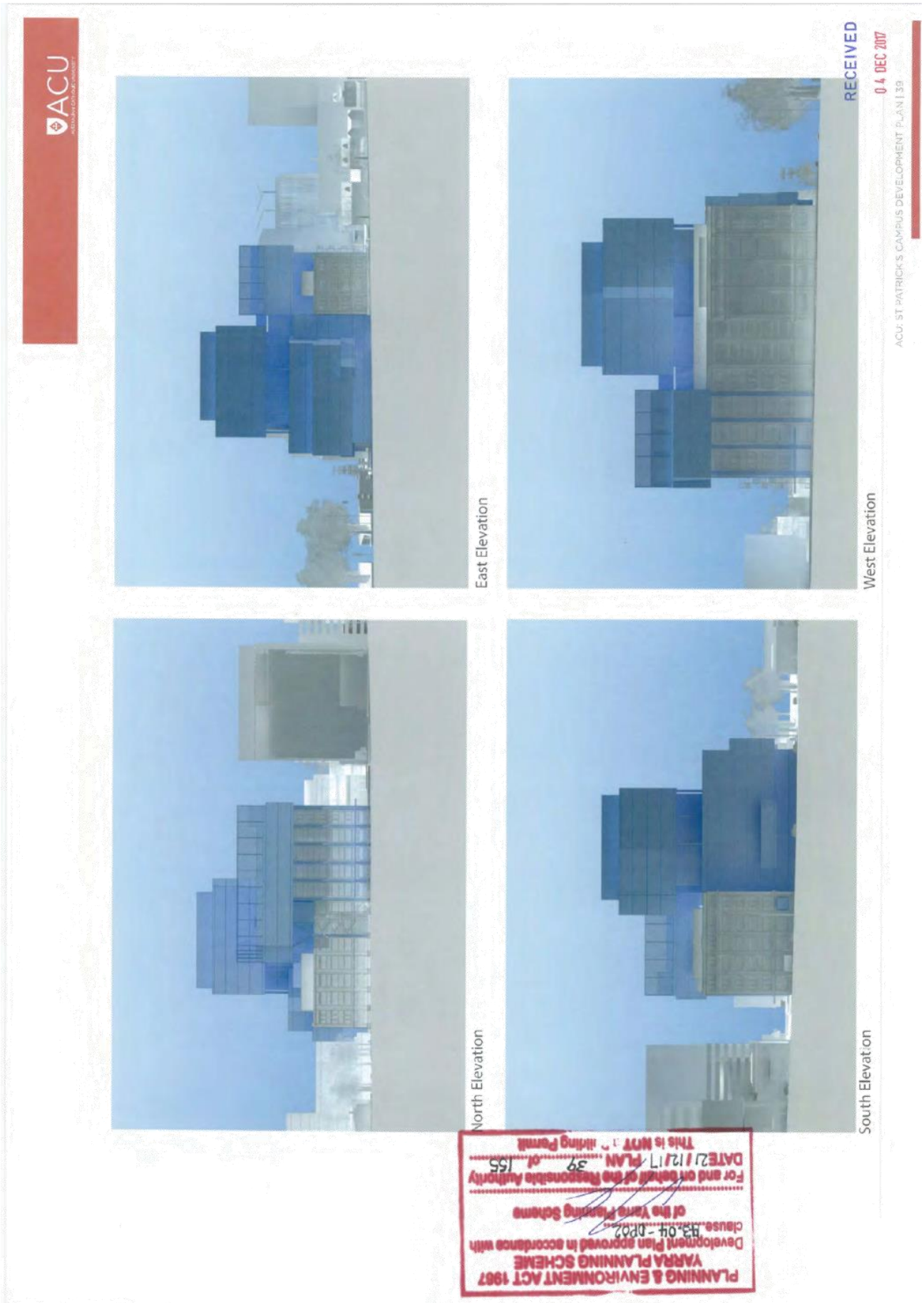
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4.4.6 INDICATIVE BUILDING APPEARANCE

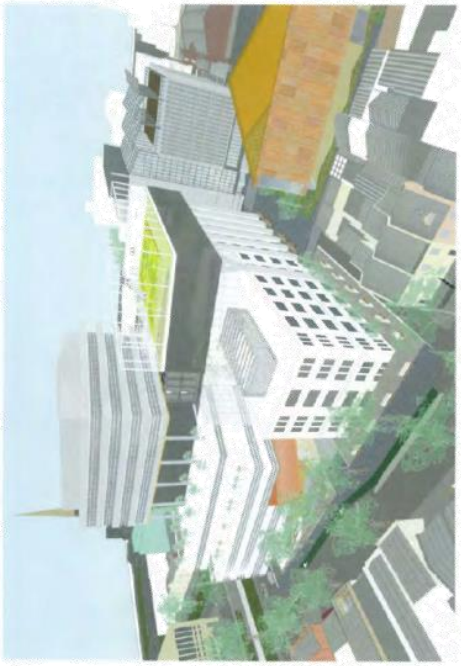
The following diagrams give an indication of the general appearance of the proposed building. This will be subject to further review and refinement at the detailed design and planning permit stage.



Street view from the corner of Brunswick Street and Victoria Parade



Street view from Victoria Parade looking towards Young Street



Aerial view over Napier Street looking west

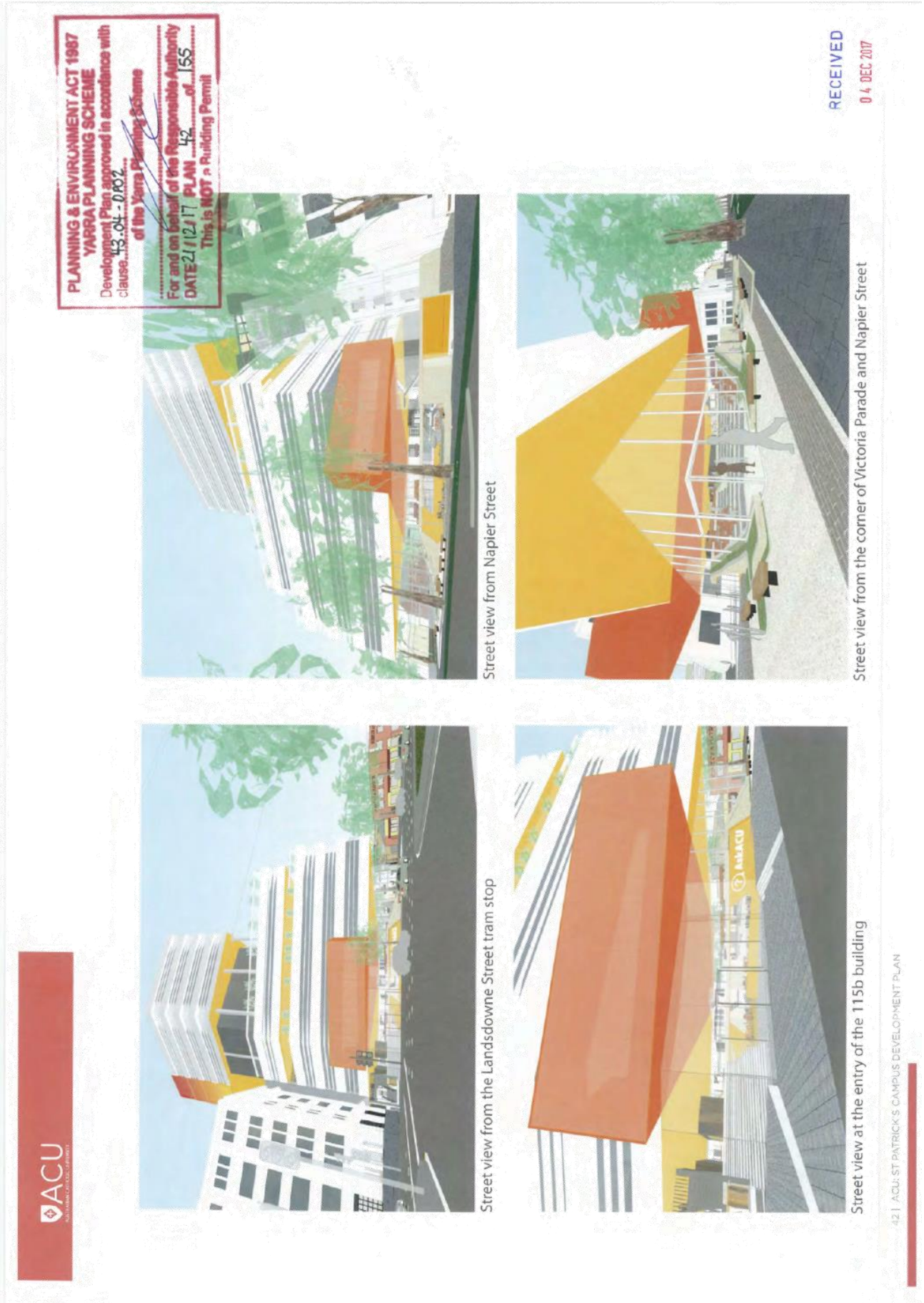


Aerial view above Napier Street residences

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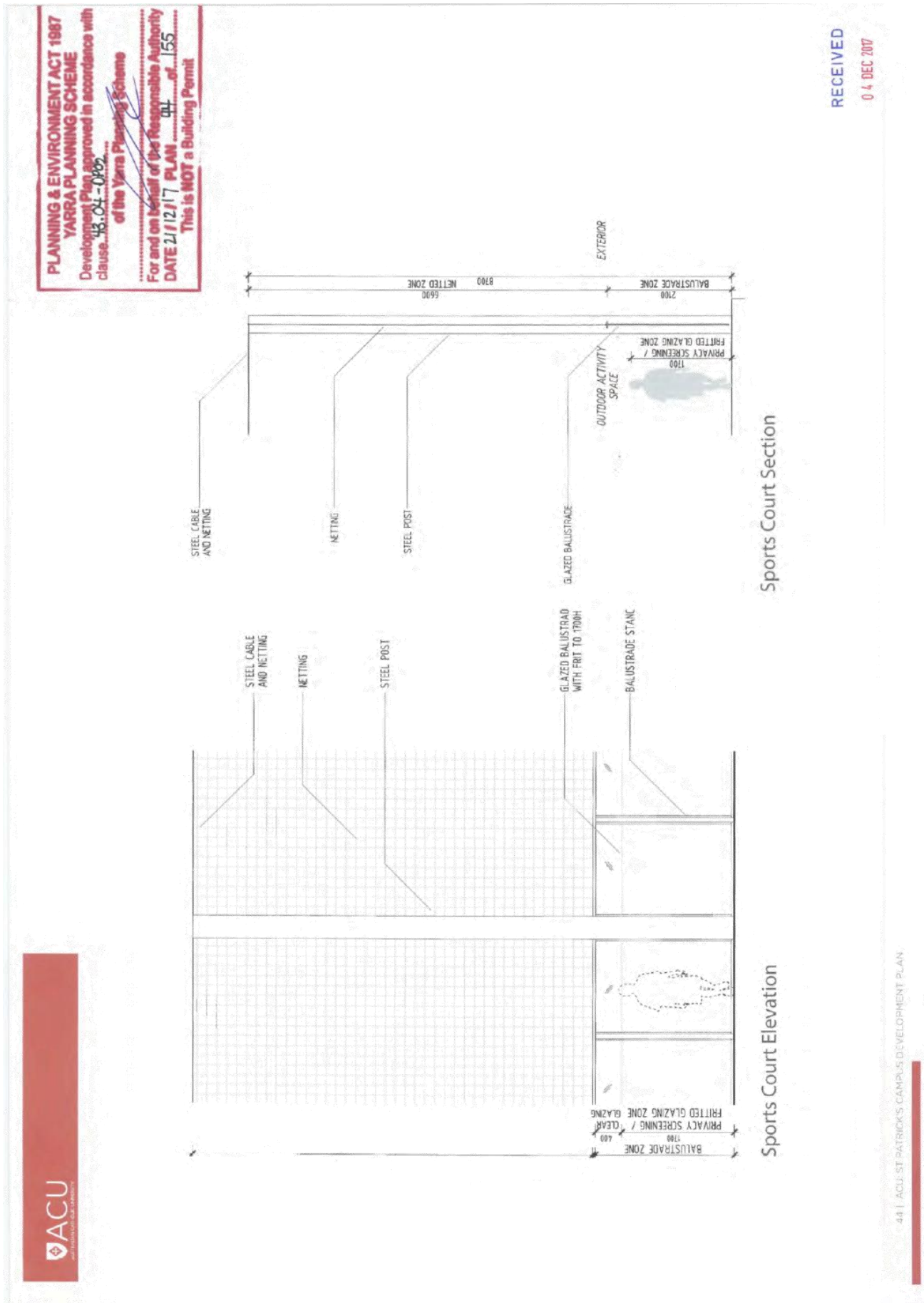


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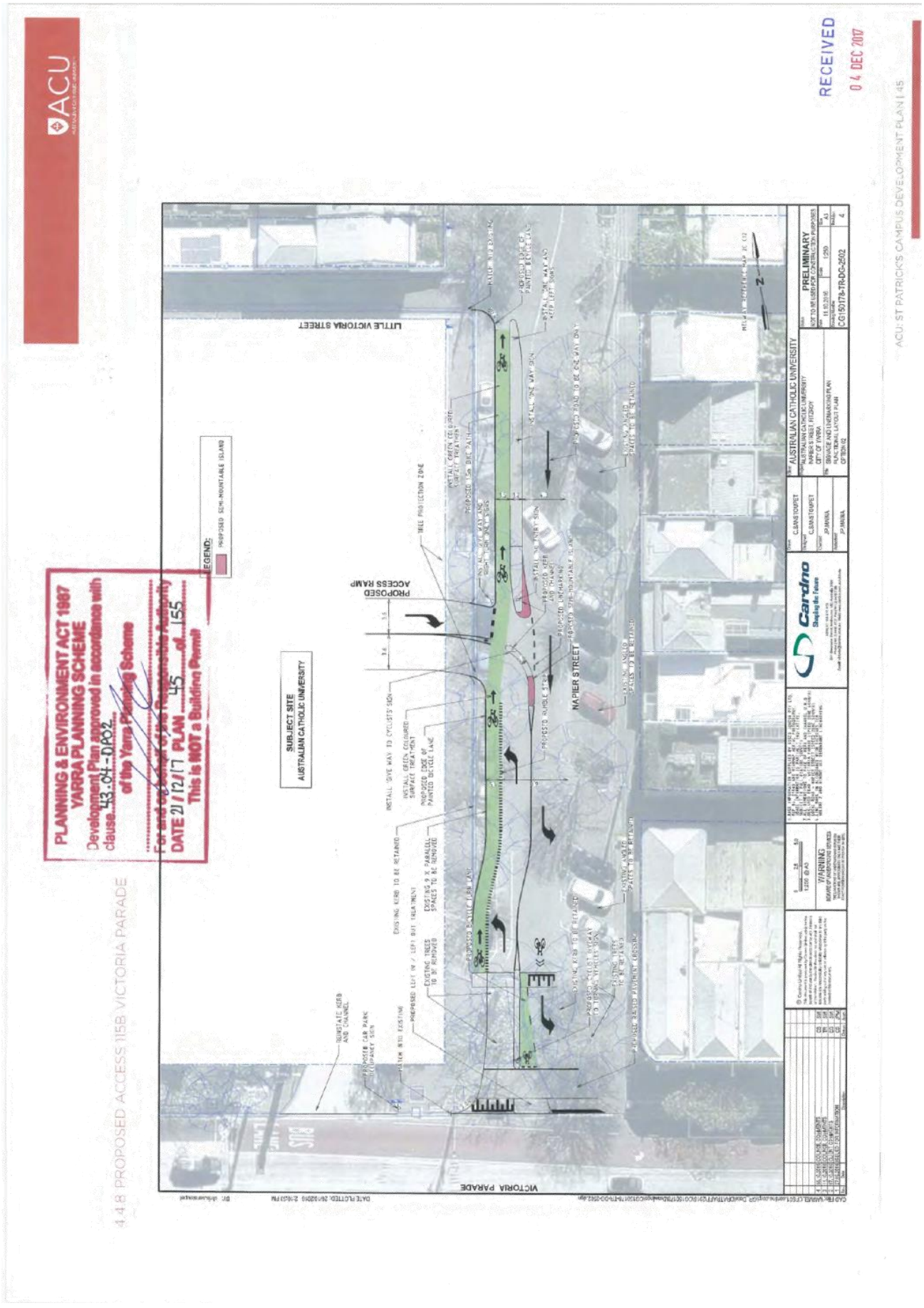


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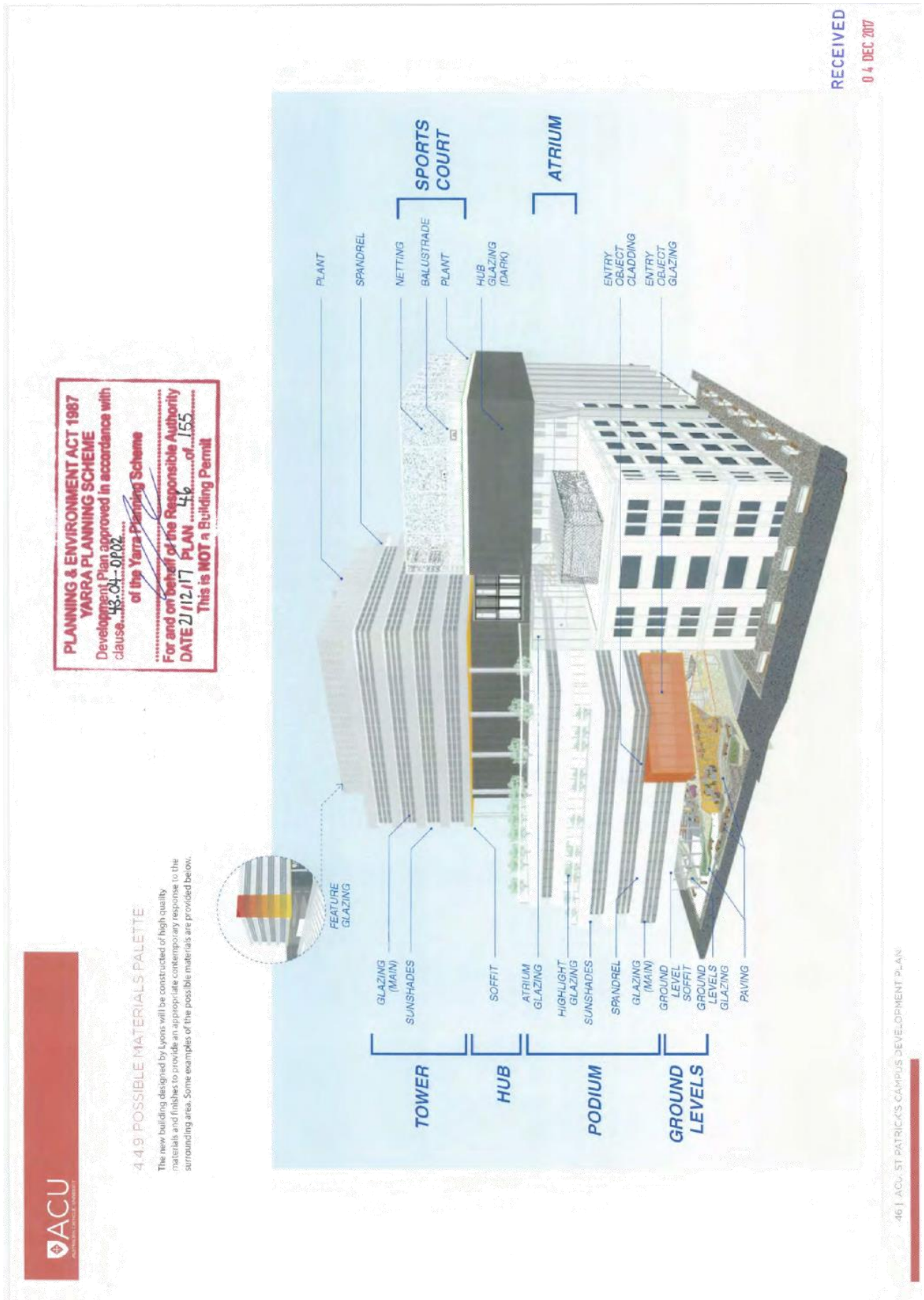
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4.4.10 DESIGN GUIDELINES - 115B VICTORIA PARADE

The proposed building form for 115B provides the following key design outcomes:

- The existing glass facade and ramp arrangement of the Mary Glowrey Building on Victoria Parade is removed to re-establish the heritage facade;
- Consolidates a new entry for the both the Mary Glowrey Building and the new 115B Victoria Parade building;
- The new building consciously steps back from Napier Street, keeping the primary height and mass of the new buildings recessed away from the more residential scale of the Napier Street context;
- The new building is formally composed such that it allows the two primary ends of the Mary Glowrey Building to be fully expressed in the primary streetscapes. This is achieved by revealing and preserving corners of the Mary Glowrey Building;
- The building form of 115B is chamfered to reveal a greater portion of the Mary Glowrey facade as well as softening the impact of the new building on the Victoria Parade streetscape;
- The form of the new building consists of three distinct parts that respond directly to their individual context; The podium responds to the steps in form of the Mary Glowrey Building; The hub sits back to form a bridging element between the Mary Glowrey building and the new building; The tower aligns and steps back significantly from Napier street;
- An atrium between Mary Glowrey and 115B has been established to provide connections between the two buildings as well as preserving access to natural light for both buildings; the existing glass pop-out of the Mary Glowrey is removed to restore the heritage facade;
- The ground floor is undercut away from the site boundary on Victoria Parade and Napier Street, revealing valuable urban space at the ground plane as well as providing generous means of circulation around the building from Napier Street and Victoria Parade;
- The addition above the Mary Glowrey building is set back from the line of the new 115B building and tapers away from Napier Street to minimise its visual impact on the Mary Glowrey building and on the residential context of Napier Street;
- A new canopy will extend beyond the entrance to 115B along the face of the Mary Glowrey Building on Victoria Parade continuing into Young street. The canopy will improve the pedestrian experience for the new 115B inhabitants and link the new building with the heart of the campus;

Attachment 1 - Endorsed ACU Development Plans

- An inclusive ground plane strategy around 115B seeks to activate the zone around the Mary Glowrey and Little Victoria Street through the breaking down of the edge wall of the Mary Glowrey. Elevating a majority of the light court to street level widens the streetscape providing opportunities to give back to the urban realm;
- The car park entry and exit have been planned to be located on Napier Street which ensures the preservation of a strong active urban corner on Victoria Parade and enables a more harmonious relationship between cars, cyclists and pedestrians around 115B;

- Consider the significance of the Former Commonwealth Note and Stamp Printing Department building (known as the Mary Glowrey building) now registered on the Victorian Heritage Register. Noting that spearate approval from Heritage Victoria is required.

The design guidelines listed above consider the significance of the Mary Glowrey building through:

- The existing glass facade and ramp arrangement of the Mary Glowrey Building on Victoria Parade is removed to re-establish the heritage facade
- The new building is formally composed such that it allows the two primary ends of the Mary Glowrey Building to be fully expressed in the primary streetscapes. This is achieved by revealing and preserving corners of the Mary Glowrey Building
- The form of the new building consists of three distinct parts that respond directly to their individual context; The podium responds to the steps in form of the Mary Glowrey Building; The hub sits back to form a bridging element between the Mary Glowrey building and the new building; The tower aligns and steps back significantly from Napier street
- An atrium between Mary Glowrey and 115B has been established to provide connections between the two buildings as well as preserving access to natural light for both buildings; the existing glass pop-out of the Mary Glowrey is removed to restore the heritage facade
- The addition above the Mary Glowrey building is set back from the line of the new 115B building and tapers away from Napier Street to minimise its visual impact on the Mary Glowrey building and on the residential context of Napier Street

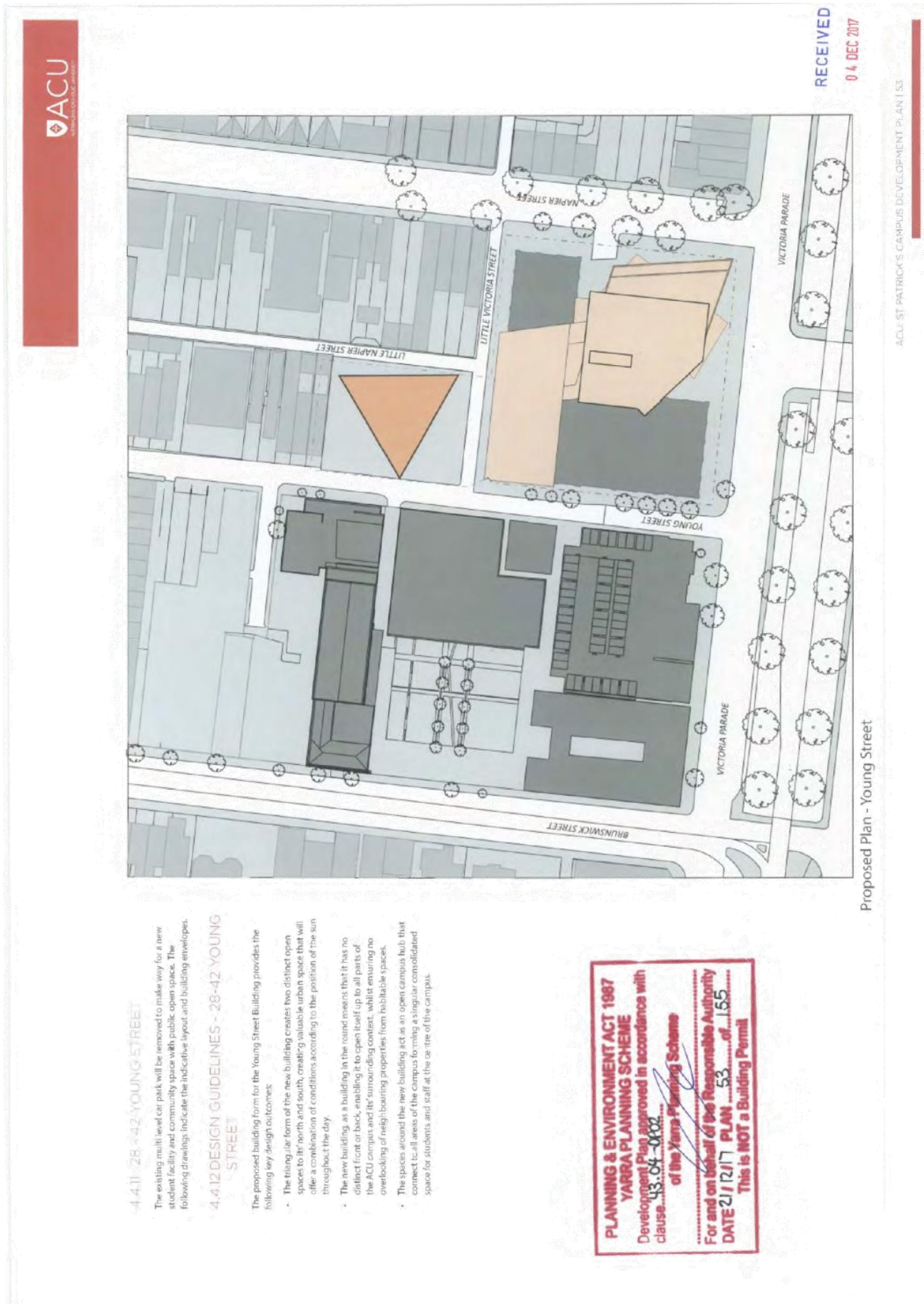
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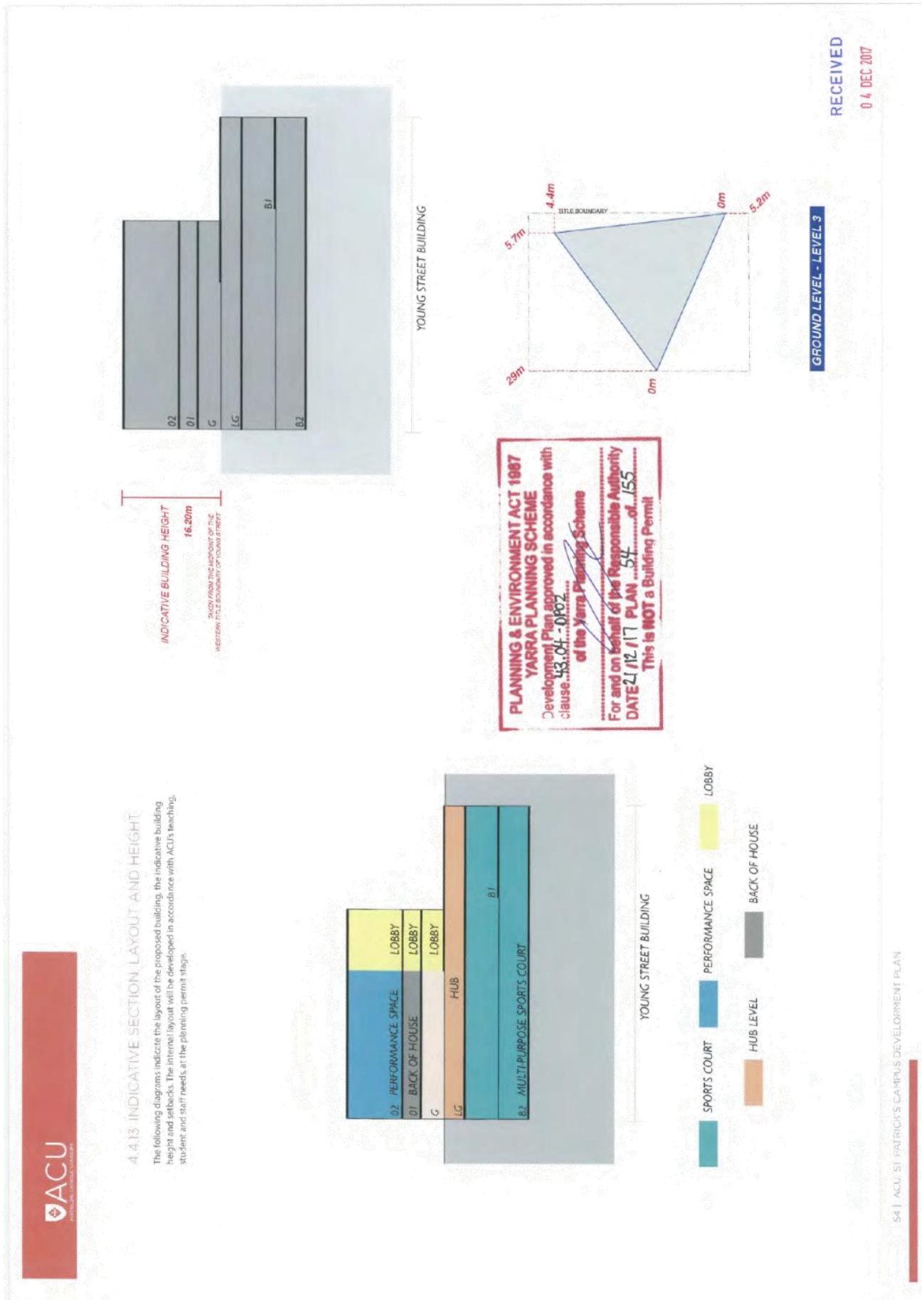
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4.4.15 INDICATIVE BUILDING APPEARANCE

The following diagrams give an indication of the general appearance of the proposed building. This will be subject to further review and refinement at the detailed design and planning permit stage.

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Aerial view above Graham Street looking towards the Young Street site

Street view form the corner of Graham Street and Young Street

Street view from the end of Duke Street

Street view from little Napier Street looking towards the Young Street site

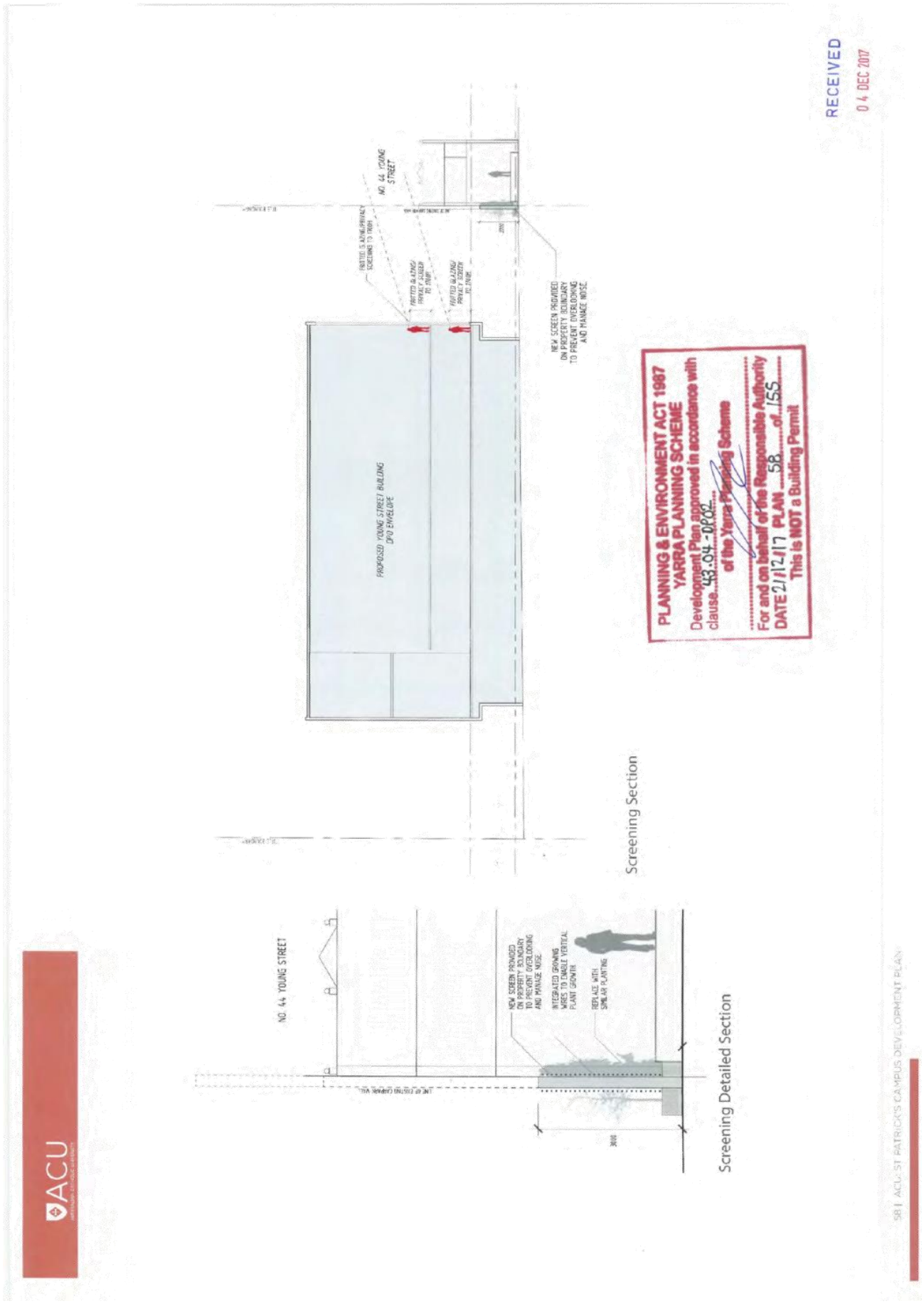
Street view from the corner of Little Napier and Little Victoria Streets

View from the proposed landscape of the Young Street site

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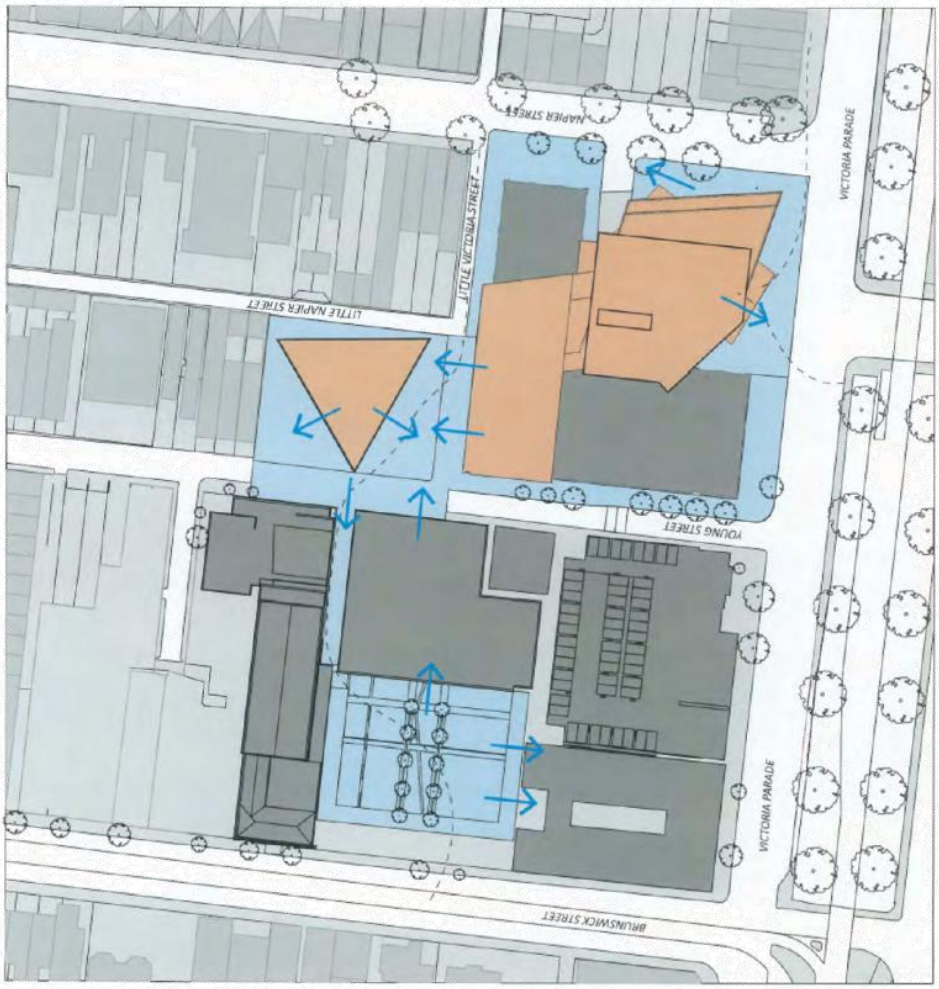
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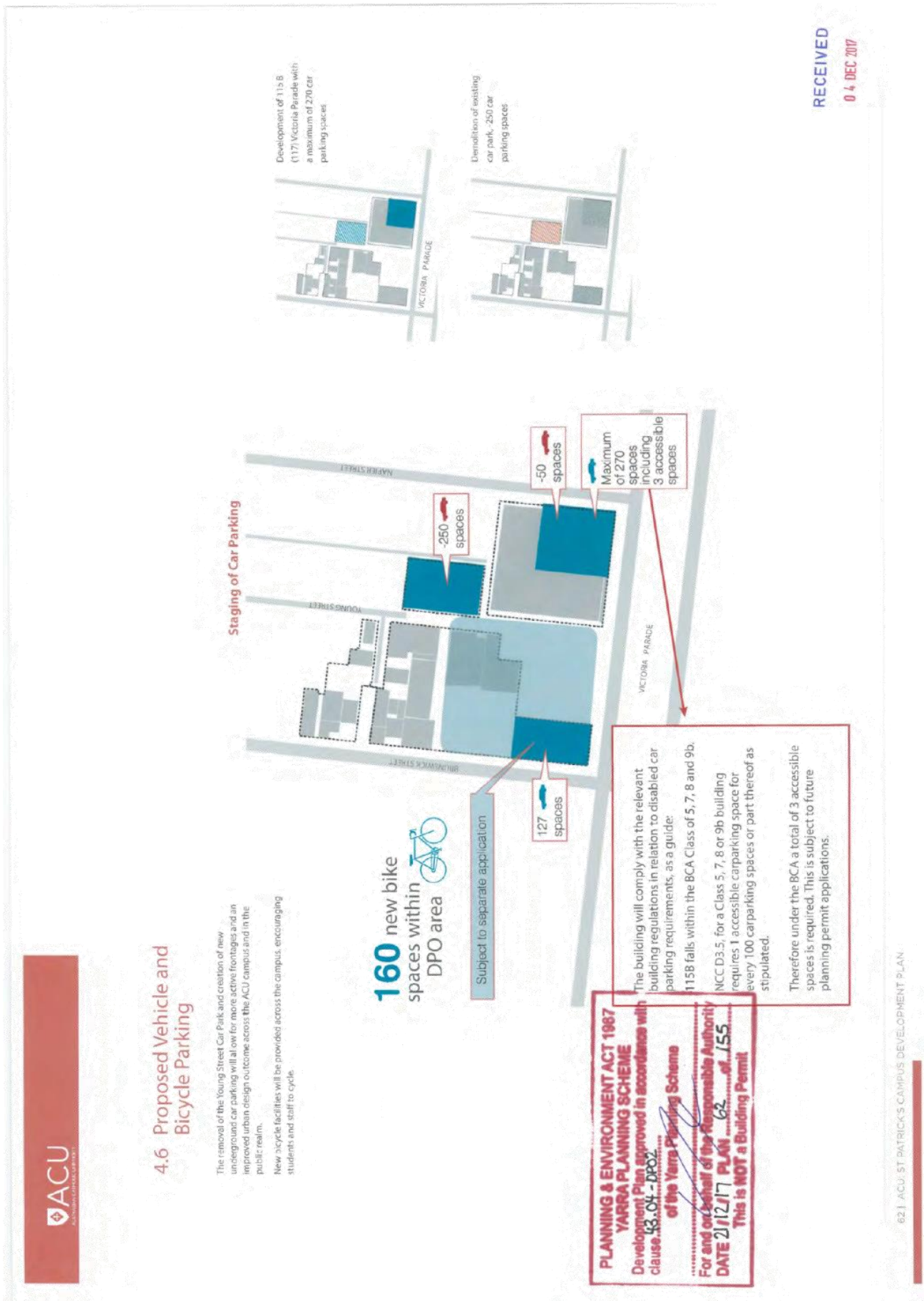
Proposed Plan - Hub Diagram

4.5 Campus Hub

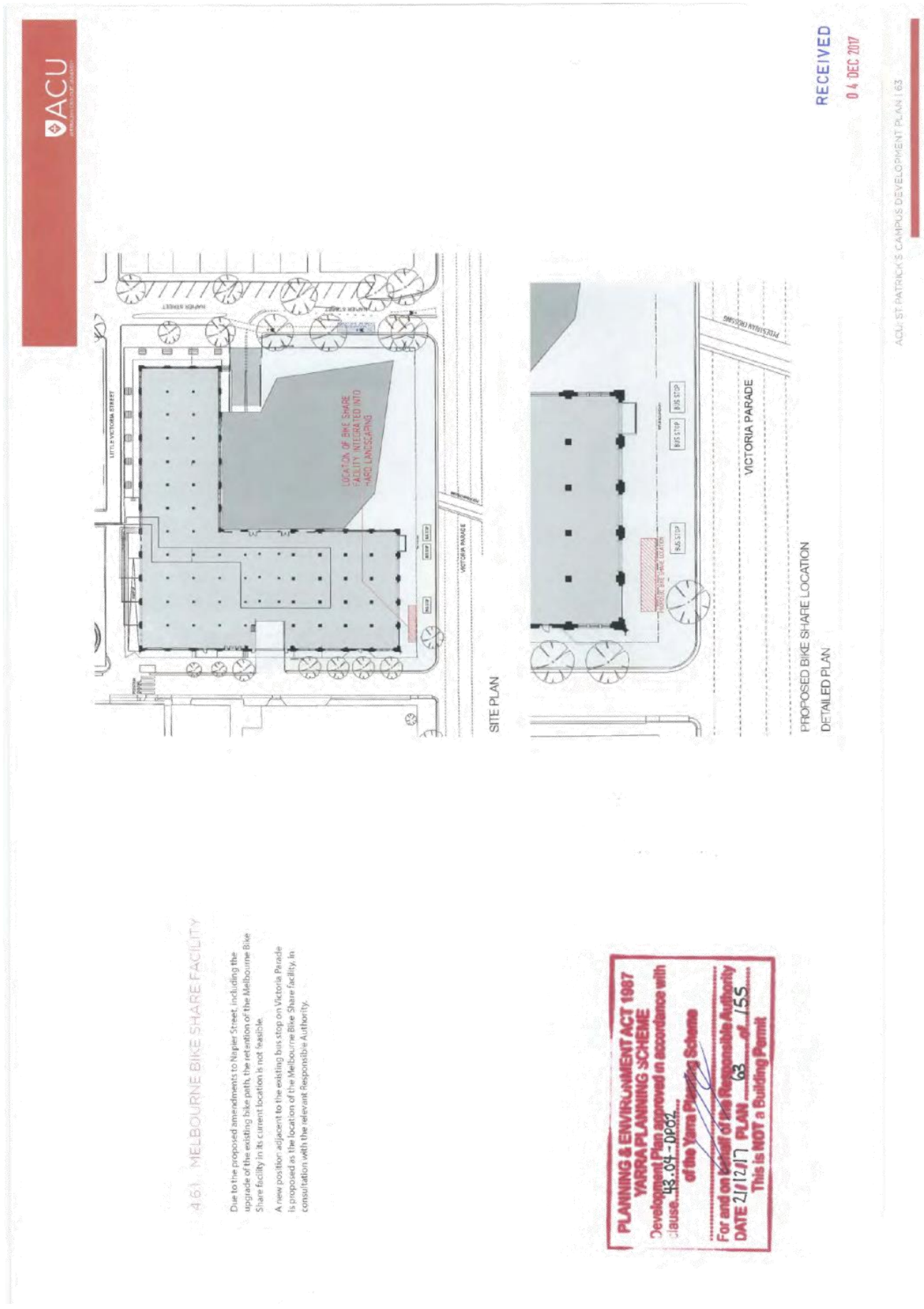
The new buildings will create a new campus hub which will provide an attractive and active space, bringing the campus together.

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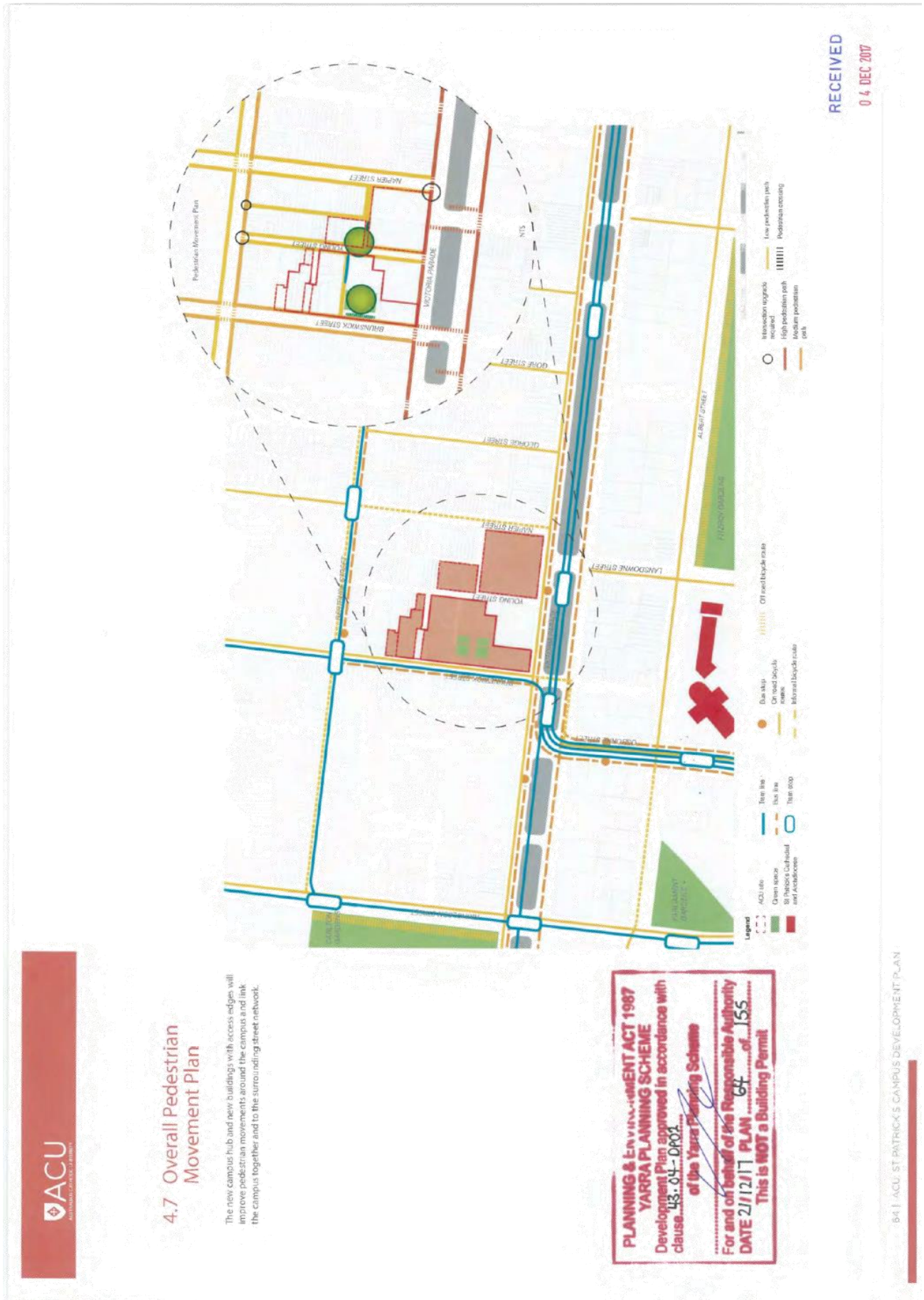
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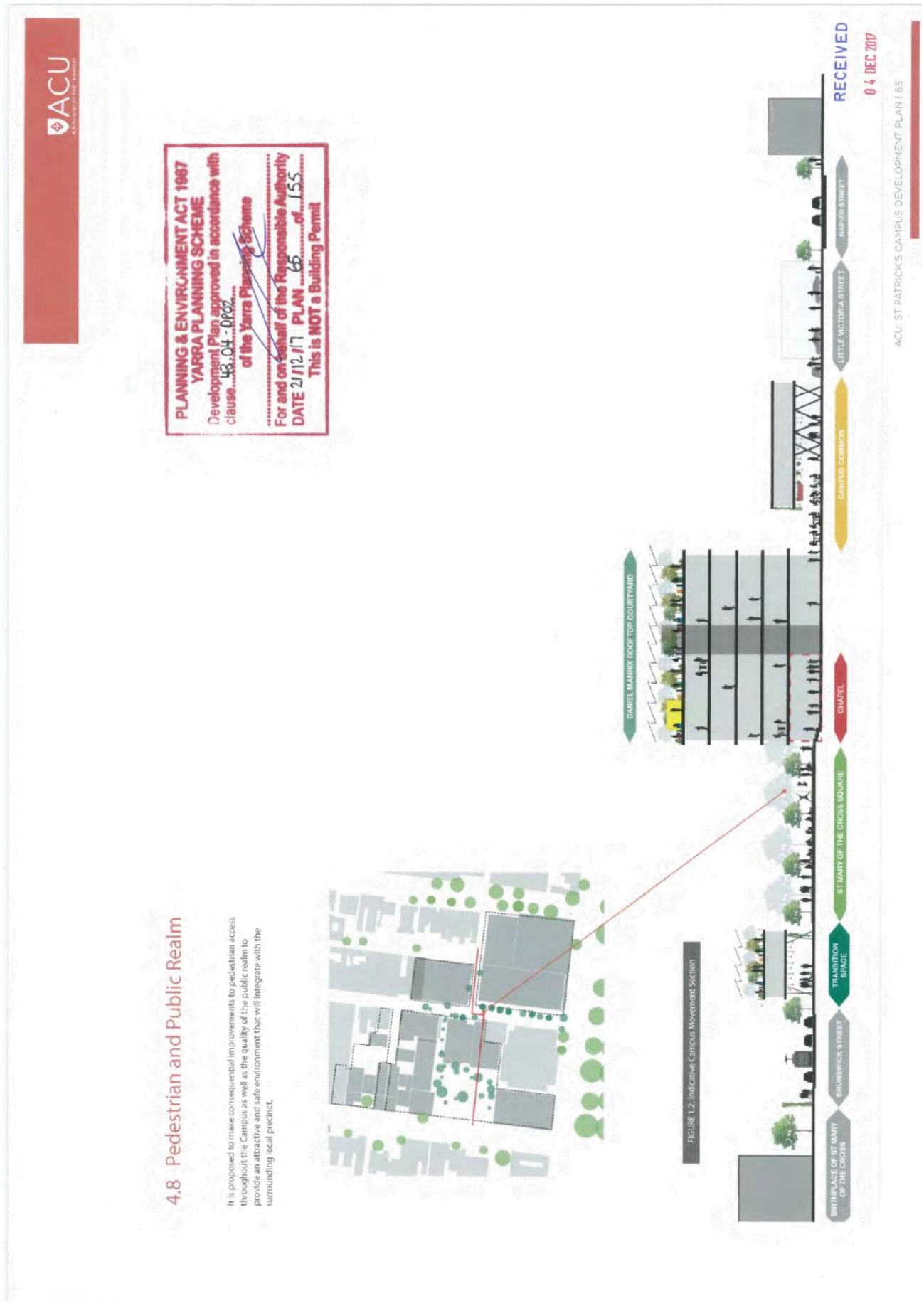
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4.10 Landscape Master Plan

CLIMATE AND SUSTAINABILITY FRAMEWORK

There are numerous linear corridors leading from the surrounding streets to the ACU Campus that may experience wind effects. Along with the over shadowing created by the surrounding buildings, this may result in an uncomfortable microclimate at times. There are however some open areas with better solar access and that are less likely to experience wind tunnel effects.

Design opportunities:

- Take advantage of the areas that are most likely to have a desirable microclimate and establish them as places for people to stop and stay.

There is also extensive hardscaping typical of university environments. Future design should minimise stormwater run-off and incorporate discharge flows through on-site absorption and retention.

Provide opportunities for Water Sensitive Urban Design (WSUD) such as:

- Use of permeable channels and paving
- decorative garden beds that act as rain gardens
- collection and retention of roof rainwater run-off and re use on canopy trees

ACCESS AND MOBILITY

The ACU campus will become a vibrant part of the local urban realm. It is presently fragmented from the surrounding road network with sections of the campus isolated and off limits. The future design will have a high level of accessibility and mobility, and encourage pedestrian use through prominent and cohesive visual way finding opportunities.

PRIMARY PEDESTRIAN PROMENADE (SUBJECT TO SEPARATE APPROVAL)

Young Street, Duke Street and St. Mary of the Cross Square will become the primary pedestrian area that will have provision for maintenance and service vehicle access. This promenade will act as the main circulation spine through the campus.

Design opportunities include:

- Medium canopy deciduous trees
- Feature paving
- Feature lighting including canopy lighting
- Short term seating areas
- WSUD opportunities including permeable paving and raingardens

SECONDARY PEDESTRIAN LINKS

The north end of Young Street and the west half of Little Victoria Street will become the secondary pedestrian area that will also have provision for maintenance and service vehicle access. These routes will act as links to the main circulation spine through the campus.

Design opportunities include:

- Planter boxes
- Vertical green walls
- Feature paving
- Feature lighting in pavement

TRANSITION ZONES

Transition zones are pedestrian cross over entry points that signify a change in urban neighbourhood such as from street realm to campus environment which could be either pedestrian only or shared conditions.

Design opportunities include:

- Use of pavement material to produce change
- Signage
- Colour
- Lighting

VIEWLINES

There are long narrow vistas to the campus from surrounding main roads such as Victoria Parade, Napier Street and Gertrude Street. ACU identity and way finding should be the primary design feature to make the campus legible and accessible.

Design opportunities include:

- Innovative features on campus building walls such as murals, vertical sculptures and green walls
- Use of signature signage
- Lighting
- Consolidation of wall materials used at pedestrian level to uniform space that act as a visual symbol representing the identity of the ACU campus

OPEN SPACE AND LANDSCAPE FRAMEWORK

ACU FORECOURT - YOUNG STREET

The generous open area surrounding the new Campus Hub will be composed of large flexible spaces and smaller, more intimate spaces. This forecourt will become the key social hub for the campus and will also be accessible to the public, making a positive contribution to the local public realm.

Design opportunities include:

- Active café precinct
- Creative use of paving lighting
- Landscape details such as seats, bins, lights and feature paving
- Retention of existing trees on Young Street, along with the addition of new trees (subject to soil volume constraints)
- Urban art such as sculptures
- Space for active recreation such as basketball half court
- Large and small grassed spaces

VICTORIA PARADE / NAPIER STREET ENTRY AREA

At the corner of Victoria Parade and Napier Street there is an urban edge that will reinforce the presence of the campus from commuters travelling from the east via a creative entry design.

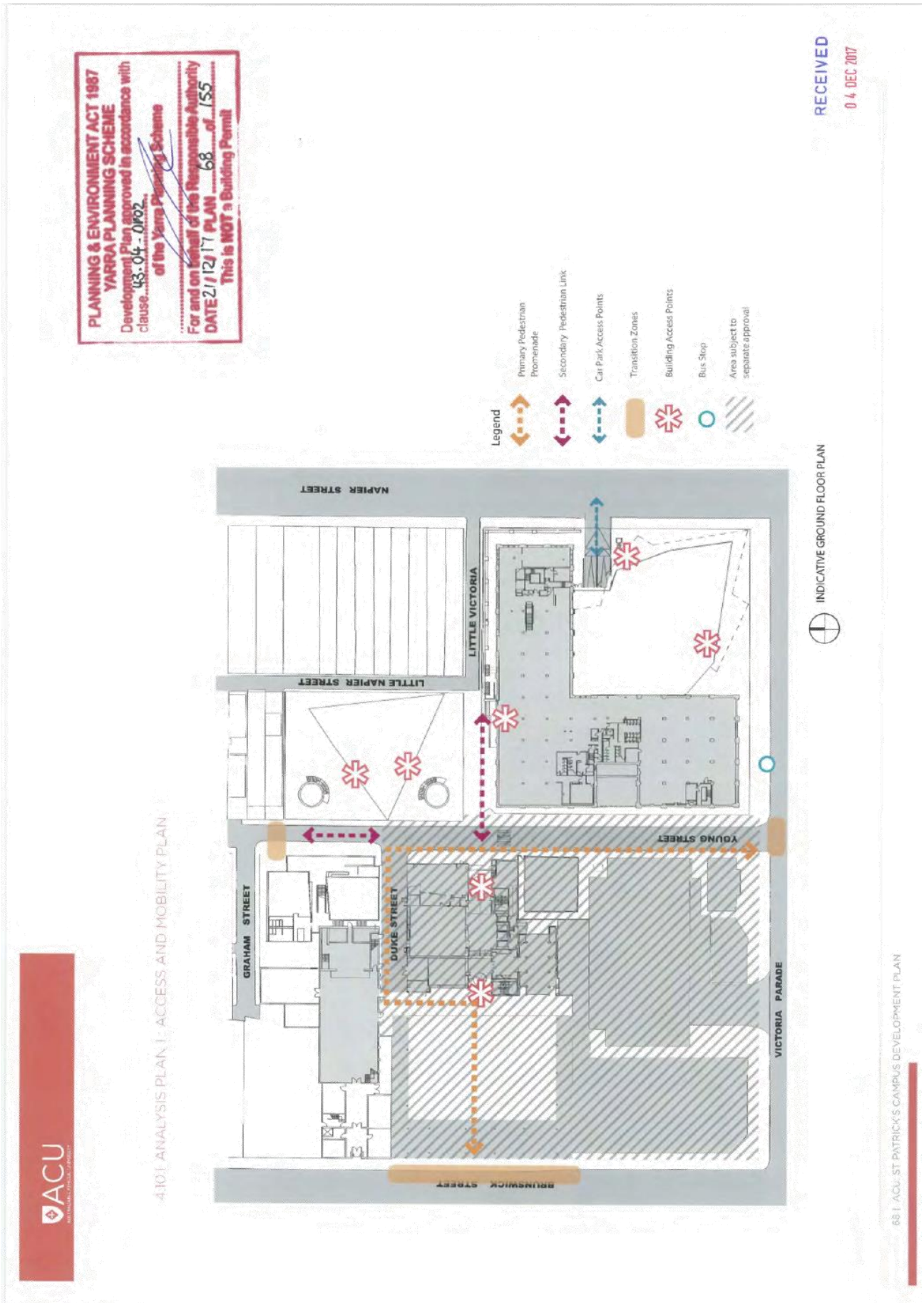
Design opportunities include:

- Integrated seating areas that cater for short stops/meeting points
- Retention of most existing canopy trees, along with the addition of new trees
- Feature paving
- Signage
- Lighting

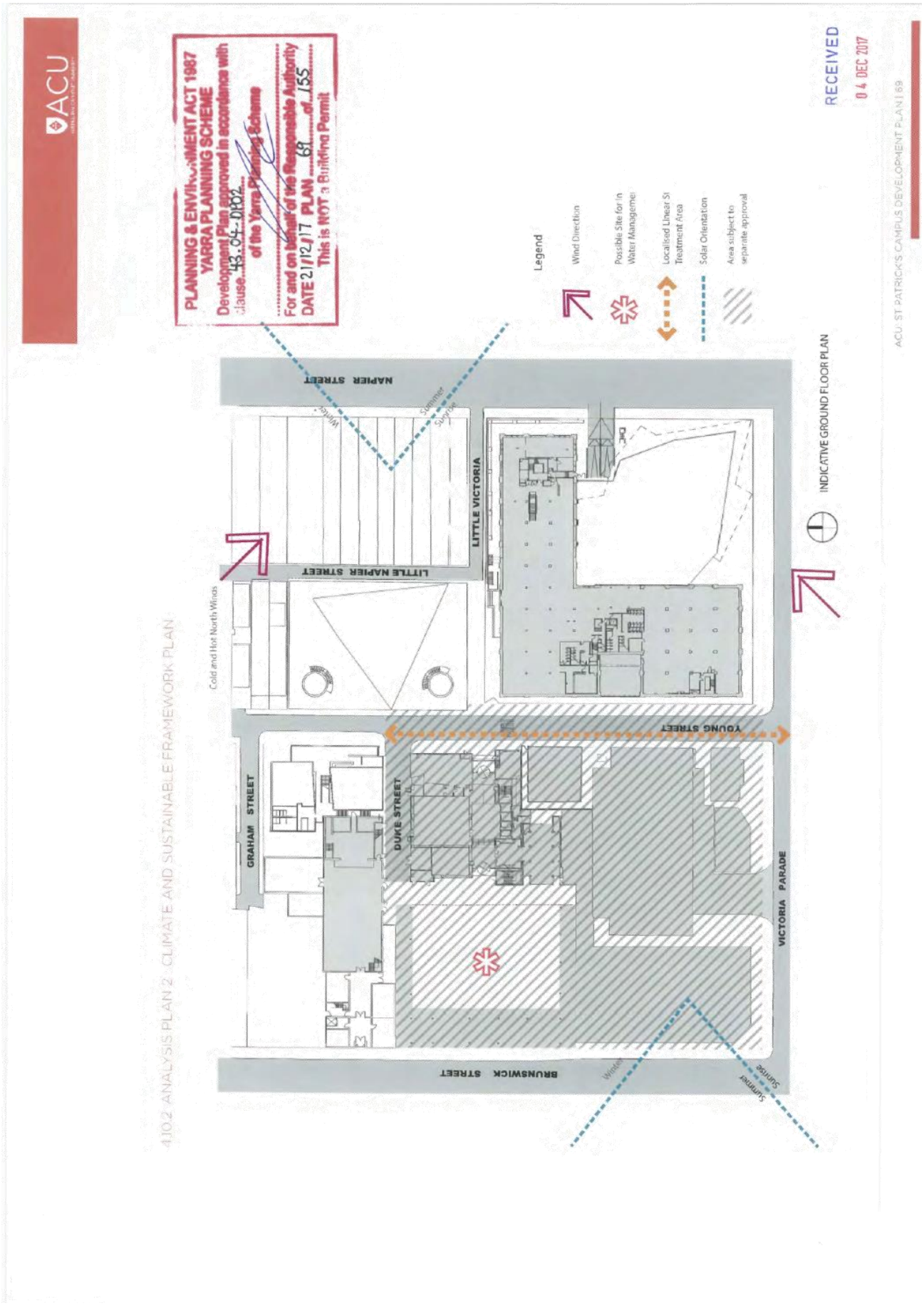
SAFER SPACES

The approach to the landscape design is to increase activity and maximise visual and physical connectivity through the spaces. Lighting will provide an inviting after hours environment and the structure of planting will ensure direct sight lines through low ground level planting and high canopy trees.

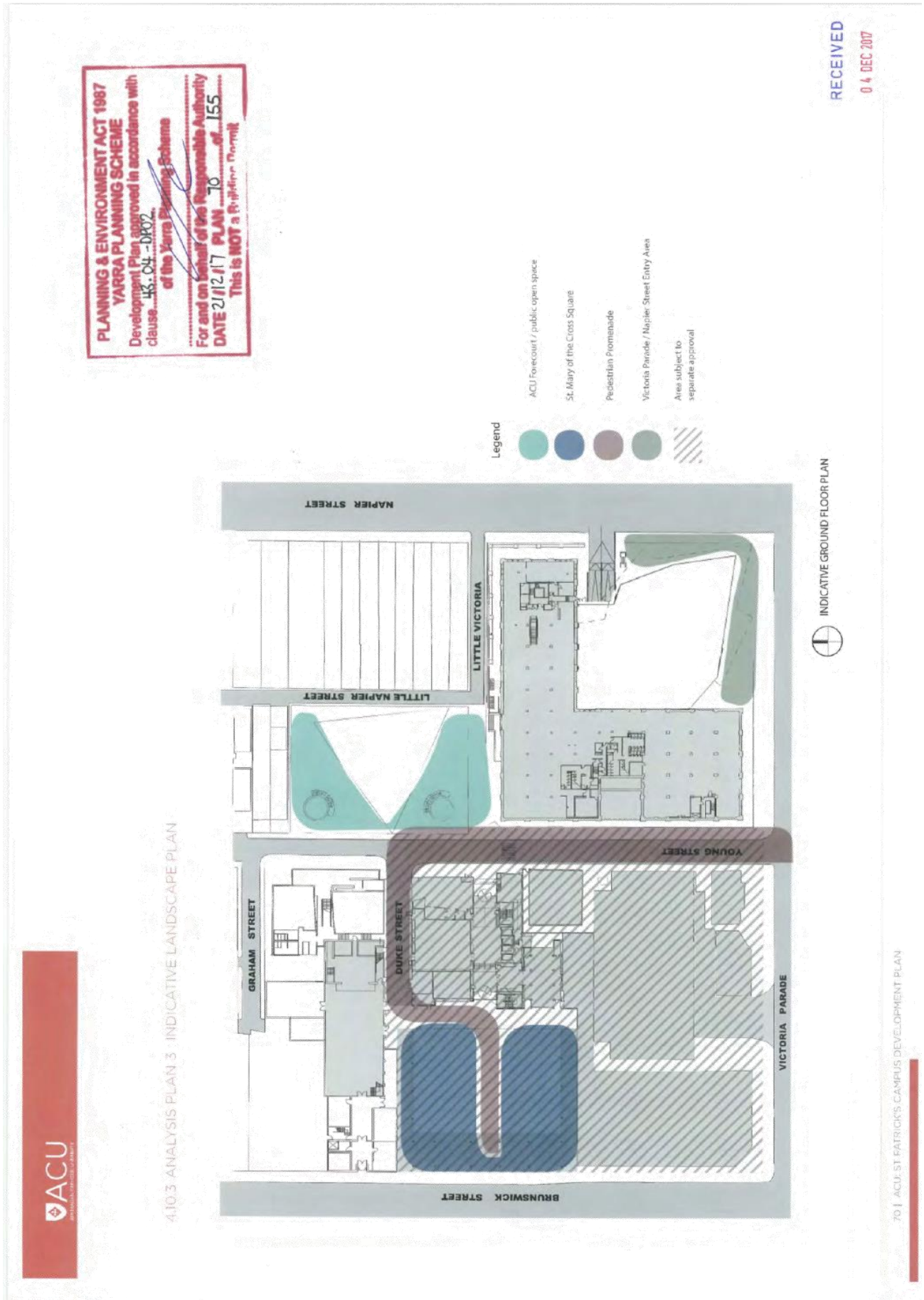
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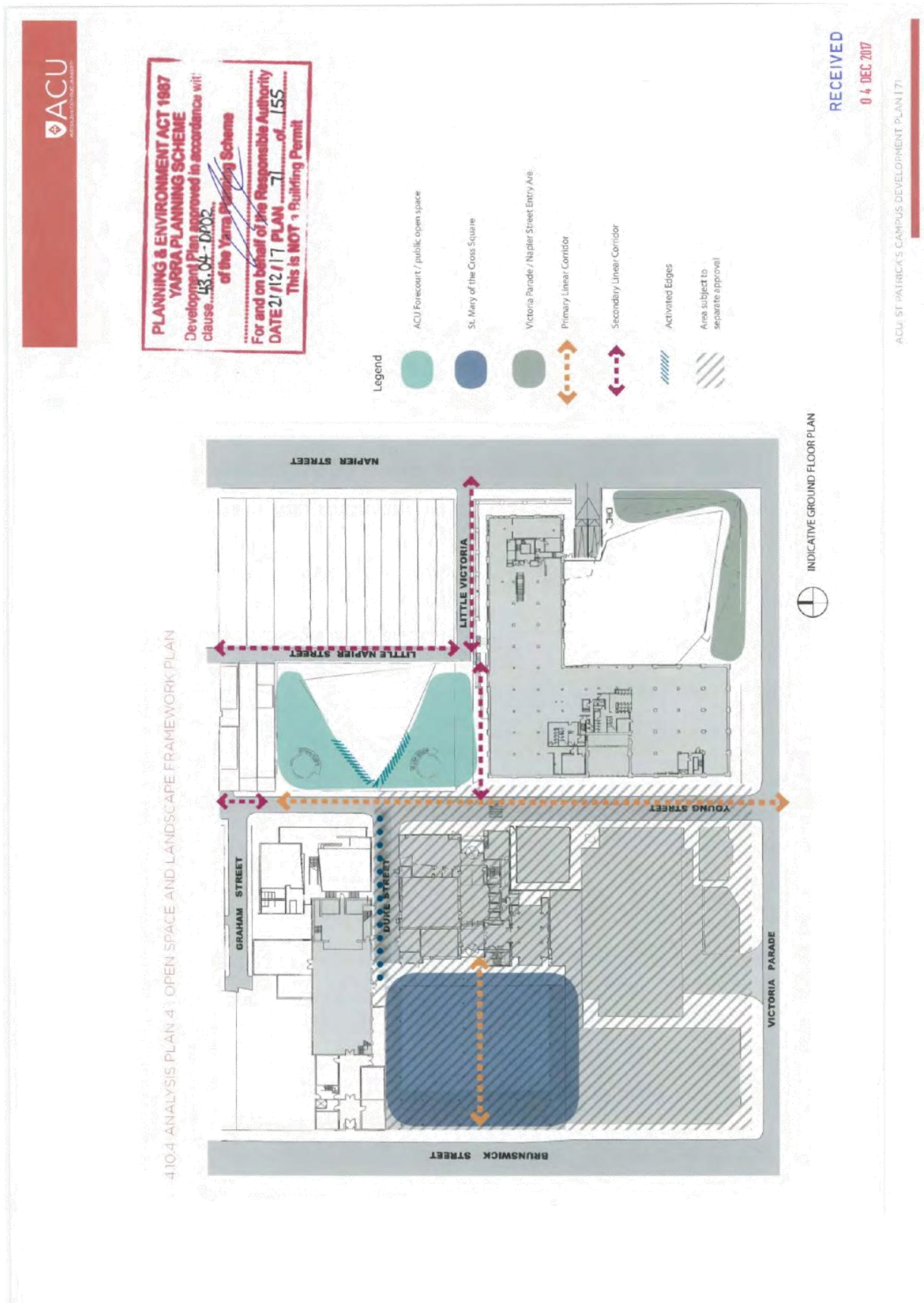
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4.10.5 LANDSCAPE CHARACTER

ACU FORECOURT

Intent

- To provide a welcoming, high technology hub in a campus style environment with distinctive landscaping.

Objectives

- To provide good, clear access from surrounding links using signage and lighting.
- To compliment the active edge with distinctive landscape features such as feature paving, urban art and thematic landscaping.
- To provide good, clear access from surrounding links.
- To provide views to the hub from the surrounding streets to reinforce its presence.
- To allow for active and passive recreation.
- To be the key social hub for students as well as a public open space providing amenity for the local community.

PEDESTRIAN PROMENADE

Intent

To provide for a clear way finding identity through the campus set in a well landscaped environment and prominent connections to the surrounding streets.

Objectives

- To provide distinctive landscape features such as feature paving and thematic vertical landscaping including deciduous canopy trees.
- To incorporate WSUD opportunities including raingardens.
- To provide good, clear access from surrounding links.
- Provide views to the hub from the surrounding streets to reinforce its presence

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VICTORIA PARADE / NAPIER STREET ENTRY AREA

Intent

To enhance the existing entry to the campus from Victoria Parade

Objectives

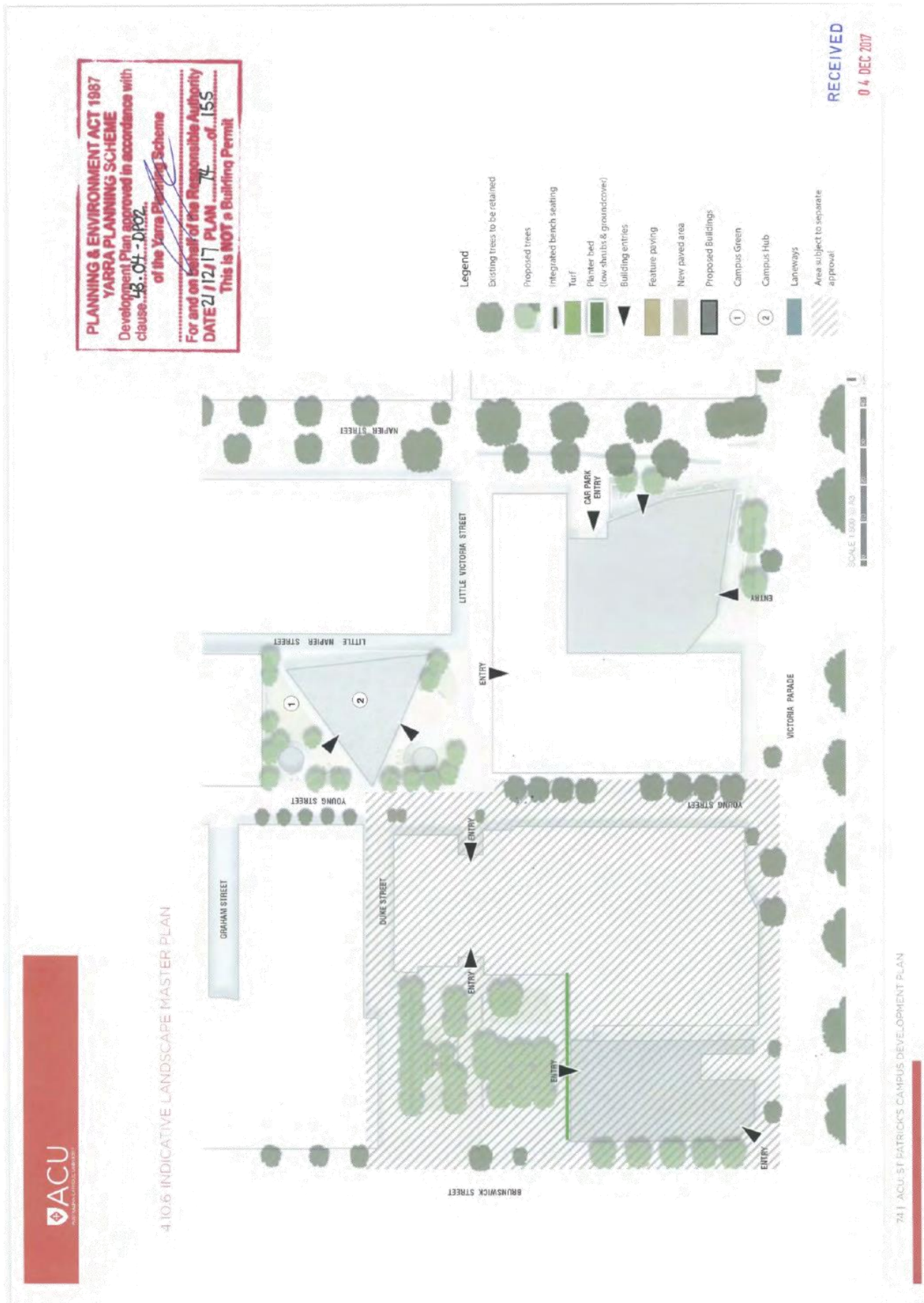
- To provide integrated seating areas that offers for short stops/meeting points.
- To provide distinctive landscape features such as feature paving and deciduous canopy trees.
- Retain the existing tree character of the streets

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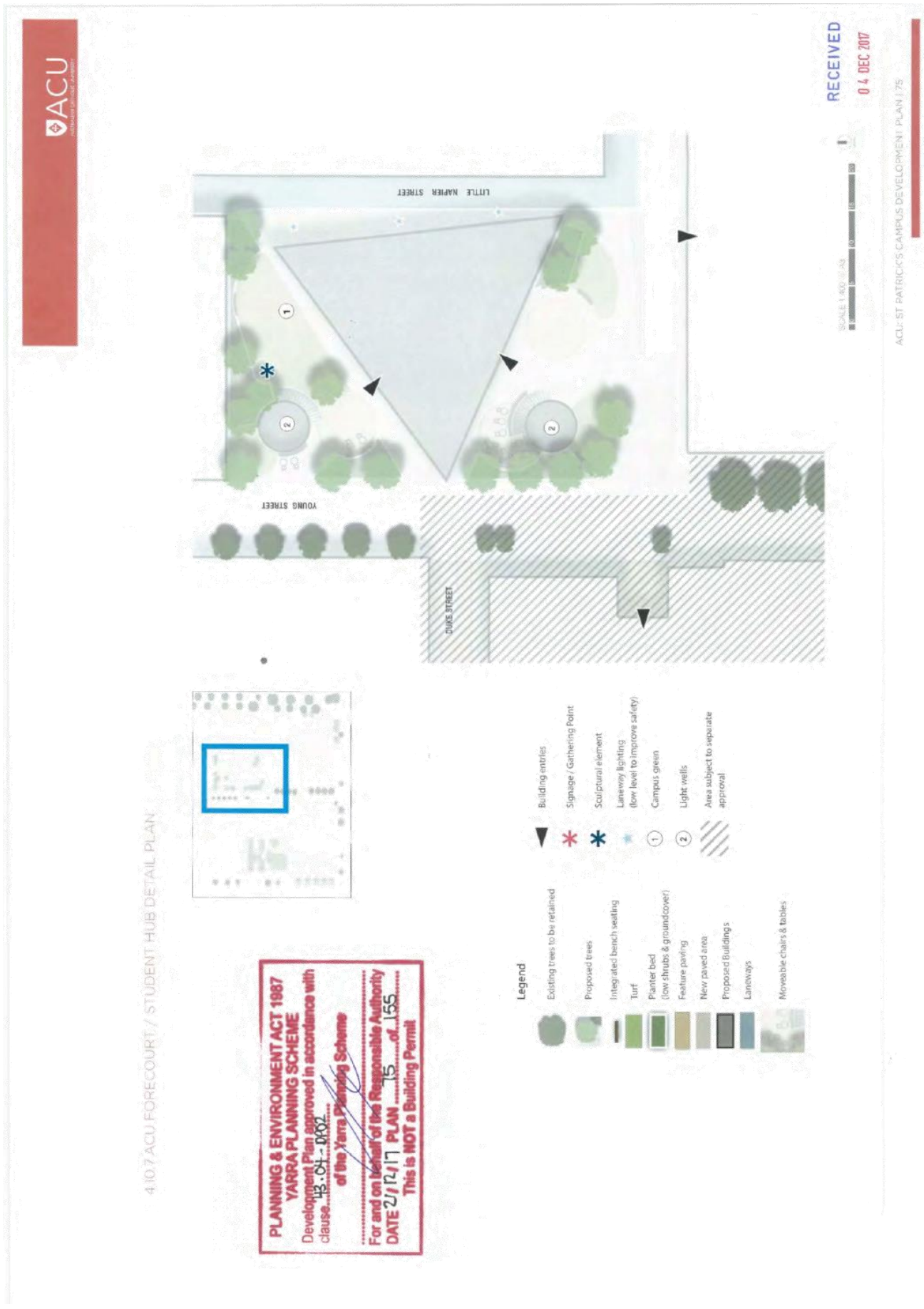
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Reflective light example - uplights to wall

Example of borrowed light from windows

Pathway lighting example - post top luminaires

Feature lighting example - strip lights along seating

Feature lighting example - uplights to trees

Little Napier St lighting

Little Napier Street is a secondary path of movement, requiring some lighting to allow the space to feel safe, but not to the same degree as the more highly trafficked areas. Depending on the detailed design of the Campus Hub building, lighting could be provided through reflective lighting on the building walls (e.g. in-ground uplights) and/or borrowed light through the windows. Such approaches would seek to avoid glare and excessive light spill to adjoining residential properties.

Landscape lighting

In key locations throughout the surrounding landscape, feature lighting can be used to emphasise elements such as trees and seating areas. These types of lighting would be localised and would improve the ambience and usability of the outdoor areas.

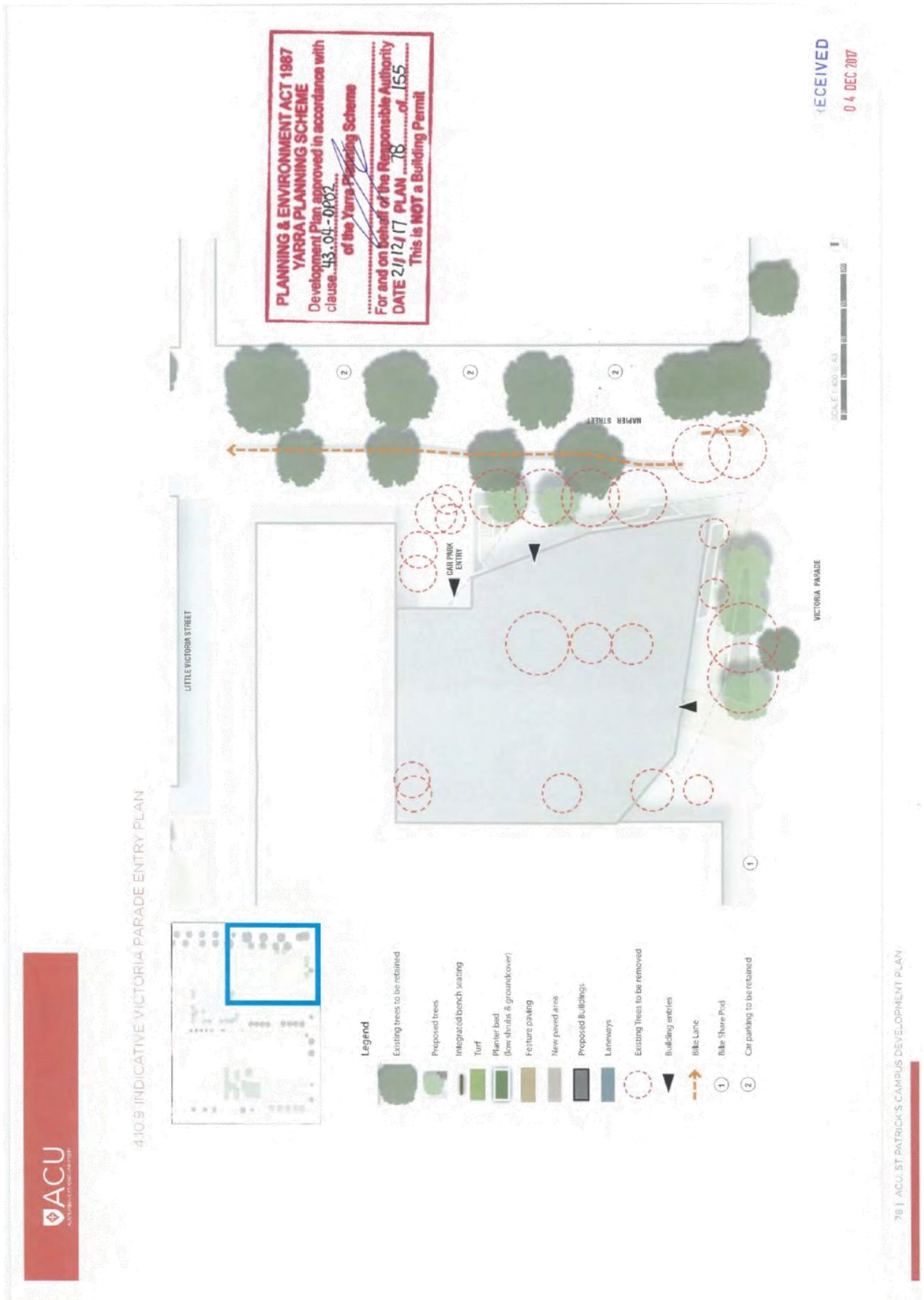
Key pathways which are most likely to attract foot traffic at night should be adequately lit to provide a safe environment. This would involve providing an even spread of light with appropriate colour rendition, contrast and illuminance to allow safe movement and facial recognition from a reasonable distance. Luminaires would incorporate features to avoid undesirable light spill or glare such as baffles or glare shields.

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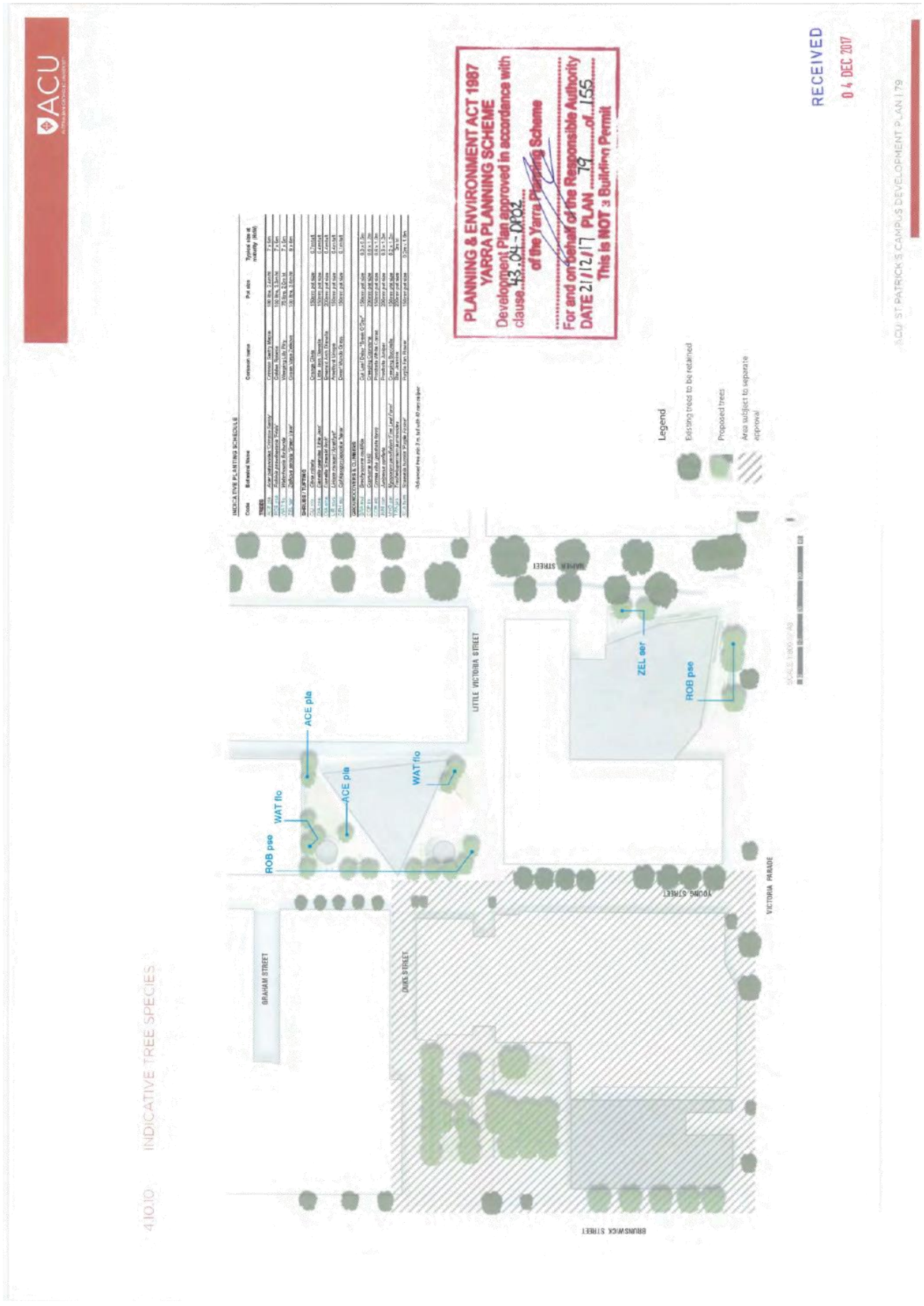
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4.11 Heritage Matters

The heritage nature of particular built form both on campus and within the surrounding streetscape is an important consideration. Appropriate integration, design characteristics, and the interface to neighbouring heritage built form and streetscapes will be integral to the development.

The proposed building envelopes have been reviewed by heritage consultant Bryce Raworth who has provided the following assessment.

Bryce Raworth

30 November 2017

Re: Australian Catholic University
Development Plan PL2/19-0063, Amendment DP11

The following discussion has been prepared at the request of Ethos on behalf of the Australian Catholic University. It comments upon heritage considerations in relation to the amended form of the proposed Development Plan (DP) for the St Patrick's Campus of the Australian Catholic University (ACU) in Fitzroy (drawings dated October 2016), which has been prepared in consultation with Council and the community. It sets out relevant heritage considerations that have informed the design and features of new works anticipated through the amended DP, drawing largely upon an earlier letter that addressed the DP documentation submitted to Council in December 2015. The DP and proposed Development Plan Overlay (DPO) are intended to guide future planning permit applications for development at the campus within the DPO area. The controls is based on the plans provided by Architectus, Napier Street, Victoria Parade and Fairfield Street.

In the amended DP the proposed envelope has been stepped to decrease the anticipated impact upon views within the South Fitzroy Heritage Overlay precinct, and more specifically to decrease the visual impact associated with its height and bulk as seen from the north within Napier Street and the immediate environs of the site. The changes include a reduction in height by two storeys and increases to setbacks to the upper levels of the proposed additions to the Napier Street frontage. These changes are discussed in more detail on page 5 below.

The form of future change contemplated in the DP is to be located on the Victoria Parade frontage of the site, away from residential properties further north. New buildings are anticipated at 110B Victoria Parade (corner of Napier Street) and 81-89 Victoria Parade (corner of Brunswick Street) – not part of the DP land. The Mary Glowrey building, the former Commonwealth Note and Stamp Printing Building will be refurbished and extended. The site of the current car park (as at 24-42 Young Street) will also be redeveloped, and the amended DP includes some indication of what is proposed for that site.

This commentary draws upon inspections of the site and its surrounds and a review of relevant heritage studies and planning scheme documents including the City of Yarra's heritage policy at clause 22.02. In addition, regard has been had for the buildings and streetscapes affected this site, which is within the South Fitzroy Heritage Overlay precinct, HO334, and for the building heritage found in Council's heritage database. A copy of heritage advice provided to Council by its heritage advisor has also been reviewed and has informed the amendments to the DP.

The heritage overlay portion that includes the subject land and the land to the north, east and west, the South Fitzroy precinct, is a key consideration in the development of the ACU land, and it is important that new built form acknowledge the sensitivity of the South Fitzroy precinct and nearby heritage buildings. Development of the ACU land is relevant to the heritage overlay and will be assessed against the relevant heritage policies.

Bryce Raworth Conservation + Heritage

www.bryceraworthconservation

1

The Statement of Significance for HO334, in the City of Yarra Heritage Review (2007) states that:

The South Fitzroy Heritage Overlay area is significant:

- As the earliest urban area outside the Melbourne City grid to be settled by the Melbourne establishment with several buildings from the mid nineteenth century remaining as testimony to its early establishment.
- For the remarkably high number of early 1 Storey-and- some Regency period buildings, being generally earthy detailed and a clear reflection of the early date of Fitzroy's settlement.
- As evidence of early government planning controls as Rule of Parliament from the 1850s, that ordered a wide street alignment pattern in this previously informal suburb, setting from a different scale of re-subdivision between neighbouring allotment sizes.
- As a good example of the municipal subdivision of the Ad-for Regulating Building and Party Walls, and for Preventing Mischief, by Fire in the City of Melbourne (Melbourne Building Act 1849), which based the size of proposed construction and gave South Fitzroy a character distinct from other inner suburbs such as Richmond and Collingwood, that have a greater proportion of 1 Storeyless scale buildings.
- As a substantially intact collection of predominantly mid to late nineteenth and early twentieth century building stock, distinguished both small terraced row-use residential, commercial, retail and industrial buildings that contribute to the historical character of the area.
- For the relatively large number of individually significant buildings, being predominantly solid masonry rather than mid with timber, largely as a result of the Melbourne Building Act 1849.
- For the small and unobtrusive detail of many late nineteenth and early twentieth century buildings in the suburb, reflecting the affluence of many of the inhabitants of this area, particularly in the mid 19th century.
- For the early, simple, stem and substantial signals, some original Victorian barrie, paving and guttering, and some mature scale, aged trees, providing an appropriate setting for this collection of residential, retail, commercial and industrial buildings.
- For the landmark qualities of some large factory and warehouse buildings from the late 19th and earlier 20th century, such as the Mechlorizers anthropology complex which are significant features to the skyline of this predominantly one storey area.
- For the major early associations that developed on its proper, in particular, St Vincent's Hospital and The Convent of Mercy, as closely linked with the area's history, character and welfare within the metropolitan area.

The statement of significance for the former Commonwealth Note and Stamp Printing Building at 115 Victoria Parade (now known as the Mary Glowrey Building) is as follows:

What is significant?
The Commonwealth Note and Stamp Printing department ... was moved in 1925-1931 for the Australian Commonwealth Government and has also had two successive extensions with that important function.
The place has a fair integrity to its original date from altered roof-sheeting, an extension to symmetry, on park at rear and side.
Values from the creation date of the Commonwealth Note and Stamp Printing department, former is locally significant within the City of Yarra, compared to other similar places from a similar era.
How is it significant?
The Commonwealth Note and Stamp Printing department at 115 Victoria Parade, Fitzroy is historically significant in the locality of Fitzroy and the City of Yarra.
Why is it significant?
The Commonwealth Note and Stamp Printing department is significant as the former origin of all legal tender (or Australia, running economic publicity on its completion and while initially monumental (made Rathbal 1986).

It is to be noted that alterations to the former Commonwealth Note and Stamp Printing Building have been somewhat more than cosmetic – this statement of significance seems to predate a number of works that have been completed within the site, the additions to the southern facade and to the east elevation of the main, southern wing in particular. In addition, many of the windows have been replaced with simple modern glazing in place of the original steel framed windows. The northern wing has been similarly altered.

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HERITAGE VICTORIA
HERITAGE VICTORIA
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HERITAGE CITATION REPORT

Name	FORMER COMMONWEALTH NOTE AND STAMP PRINTING DEPARTMENT	**File No**	FOL/17/2735,FOL/17/30822 HCV_FOL/17/2735-2
Address	115 VICTORIA PARADE FITZROY	**Significance Level**	Unknown
Place Type	Printing Works		

1924 building fronting Victoria Parade

Recommended Heritage Protection	VHR - HI - PS -	**Architectural Style**	Interwar Period (c.1919-c.1940) Commercial Palazzo
Maker / Builder	F E Shillabeer		

History and Historical Context

HISTORY

The development of an Australian currency and postage stamp

Bank notes

When the colony of New South Wales was established in 1788, there was little need for currency. A barter system based primarily on rum emerged, however as the colony progressed, the need for a more formal currency became evident. A

HERITAGE CITATION REPORT

variety of systems followed, including handwritten credit notes, English and Spanish coins, and in 1817, following the formation of the Bank of New South Wales, the first bank notes. Following the discovery of gold in 1851, many private banks were established, each of whom produced their own notes which were exchanged for gold. The *Australian Notes Act of 1910* gave responsibility for the issue of bank notes to the Commonwealth Treasury, and notes issued by States or private banks were overprinted and used as Australian bank notes.

Stamps

Prior to the formation of the Commonwealth of Australia in 1901, each of the six individual colonies produced their own stamps through their own postal systems. Following Federation, this became a centralised Commonwealth responsibility, administered through the Postmaster-General's Department.

Establishment of the Commonwealth Note and Stamp Printing Department

Between Federation in 1901 and the official opening of the Commonwealth Parliament House in Canberra in 1927, Melbourne was the seat of the Commonwealth Government. Tasks relating to the administration of the Government took place in Melbourne, including the design, manufacture and issuing of postage stamps, which was the responsibility of the Postmaster General, and the design, manufacture and issuing of bank notes and all other secure products, which was the responsibility of the Commonwealth Department of Treasury.

In 1908, part of the Queens Warehouse (VHR H1211) also known as the King's Warehouse was acquired for the Commonwealth Stamp Printer and in 1912, the remainder of the building was taken over by the Commonwealth Note Printer. In 1913, the first Australian bank notes and stamps were produced in this building. The bank notes were designed and printed by Thomas Harrison, Note Printer. The first Australian stamp was the outcome of a controversial design competition which reflected the differences between monarchists and republicans. The winning design featured King George V, however Post Master General Charles Frazer (appointed by the new Labor Government) intervened and the final design was produced by artist Blamire Young, with input from Frazer. It featured a kangaroo within an outline of Australia. When the Liberal Government won the next election, Frazer was replaced by Agar Wynne, who delivered a new stamp featuring King George V. Both versions remained in circulation until 1948.

A proposal for new premises

Although Australia's first bank notes were printed at the Queens Warehouse (VHR H1211), the building was unsuitable for printing purposes, which required an environment free from dust, smoke and chemicals. However the establishment of new premises could not be considered during World War One.

Following the war, in 1919, the Government acquired a property at the corner of Victoria Parade and Young Street with the intention of relocating the Stamp and Note Printing departments to this site. It had previously been occupied by the Tram Vestin, a German social and gymnastics Club which had been forced to close in 1915 by the Commonwealth Government. Substantial nineteenth century buildings remained on the site and all note sorting staff (who were located at either the Queens Warehouse or the Commonwealth Offices) initially worked from there.

Following the purchase of the property, evidence was heard by the Commonwealth Parliamentary Standing Committee on Public Works regarding the Proposed Erection of the Commonwealth Note Printing Offices. Twenty five witnesses were heard, including Thomas Harrison, Note and Stamp Printer. The Committee also considered other locations for the new premises, including Canberra and Sydney. It was considered that Sydney would not be cost effective as all the equipment would require relocation from Melbourne. Canberra was also considered unsuitable due to the cost of establishing new premises, as well as a new village to accommodate 220 staff. In addition it was not known when the Seat of Federal Government would be transferred to Canberra and this uncertainty, together with the exorbitant costs, prompted the Committee to conclude that Melbourne was the most appropriate location for new printing premises.

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Thomas Harrison had given strong evidence to the Standing Committee which condemned the Queen's Warehouse (VHR H1211) premises. He stated that the building was a fire risk due to the storage of note printing chemicals, as well as chemicals stored by Customs. If a fire did break out, he claimed that the girls on the top floor had no means of escape and production would be delayed while replacement equipment, inks and papers were imported. In addition, the nearby gasworks emitted sulphur and ammonia which tarnished the machines and affected certain print colours. He advised the Committee that the most suitable premises would require almost airtight conditions, free from gas, smoke and damp.

Harrison was in favour of the Victoria Parade location due to its elevation and atmospheric conditions. He visited the site with the government's Chief Architect, John Smith Murdoch and advised on the size and layout of the new building.

New premises for the Commonwealth Note and Stamp Printing Department

John Smith Murdoch completed designs for the new building, however they were never constructed. In December 1920, the *Commonwealth Bank Act* transferred responsibility for the issue of bank notes from the Treasury Department to the Commonwealth Bank of Australia which had been formed in 1911. Commonwealth Bank Governor Denison Miller had appointed his cousin John Kirkpatrick as official bank architect in 1912. In 1921, based on the evidence of witnesses heard by the Standing Committee, Kirkpatrick proposed a new, larger design, and it was this design which was constructed.

In 1920, the Treasury note sorting staff moved into the former Turn Verein buildings and in 1922, work commenced on the new building with the intention of retaining the Turn Verein buildings for note sorting and engraving. New imported note presses were installed, and existing machinery and equipment was transferred from the Queens Warehouse (VHR H1211). The building was completed in 1924, however both Miller and Kirkpatrick died in 1923, before its completion. In 1926, Thomas Harrison resigned, having made a significant contribution to the development of Australian bank note and stamp production, and to the design of the new premises.

Stamp and note production commenced in the building in 1924.

Additions and alterations

Within years, the department outgrew its new building, and by 1931 a four storey wing at the rear of the site was under construction. This wing was built in two stages to continue in the former Turn Verein building. Once the eastern section was completed, equipment was moved in, the Turn Verein building was demolished and the wing was completed. The building was expected to be ready for occupation in February 1933. In 1953 an additional two storeys were added to the western end of the wing, bringing it up to the same height as the 1924 building.

Towards new premises

From its establishment the Commonwealth Note and Stamp Printing Department premises saw many changes in production and technology. In 1960, responsibility for the issue of bank notes was transferred to the newly established Reserve Bank, which oversaw the change to decimal currency in 1966, one of the biggest changes in the history of the Department. During the 1970s, the Currency Note Research Development and CSIRO began research into the production of polymer notes.

On 19 October 1981, 115 Victoria Parade ceased to be the premises of the note and stamp printing department. Although the research development department remained at the site, all other operations were relocated to Craigieburn where bank notes are still produced. The Victoria Parade site was purchased by the Australian Catholic University in 1998. It has undergone extensive alterations and now operates as the University's Melbourne campus.

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KEY REFERENCES USED TO PREPARE ASSESSMENT

Minutes of Evidence (1919) Report relating to the proposed erection of Commonwealth Printing Offices *Parliamentary Standing Committee on Public Works*

Entries in Australian Dictionary of Biographies for Sir Denison Miller and John Kirkpatrick.

Description

Physical Description

The Former Commonwealth Note and Stamp Printing Department is an L-shaped building contained within a block bounded by Victoria Parade, and Young, Little Victoria and Napier Streets. The building was completed in stages, which is evident in the design. A carpark is located in the south-eastern corner of the site and there are low height boundary walls surrounding access to the basement level on the north eastern corner of the site.

The earliest building fronts Victoria Parade and is designed in the Interwar Commercial Palazzo style with rendered walls alternating with window bays. It is six storeys high with a symmetrical front elevation comprising five bays, with the outer bays containing three narrow windows and the centre bays containing a single large window each. All windows are of plate glass. The upper floor is separated from the lower floors by a cornice supported by moulded decorative brackets. The ground and first floors to the front facade are partially enclosed by a modern metal and glass entrance ramp. The side elevations are of similar design, with the addition of a glass enclosed staircase to the eastern elevation.

The later additions are located at the rear of the site and are six storeys high at the western end and four storeys high at the eastern end. They extend along Little Victoria Street, between Young and Napier Streets. The architectural detailing is similar to the earlier building, but more simplistic in design and form and a modern glass addition encloses most of the southern elevation. Internally, the buildings have been substantially altered, although the structure of the building, including external walls, reinforced concrete columns and load bearing floors is still evident.

Physical Condition

CONDITION <!DOCTYPE HTML PUBLIC "-//W3C//DTD HTML 4.01//EN" "http://www.w3.org/TR/html4/strict.dtd">

The place is in excellent condition. Its current use as the Melbourne campus of the Australian Catholic University has ensured that the extant building fabric is well maintained. (February 2017)

Archaeological Potential

ARCHAEOLOGY

There is no identified archaeology of state level significance at this place.

Intactness

Intactness - The overall external form and appearance of the place is mostly intact, although elements relating to security and fireproofing have been removed or altered, such as the perimeter fence which has been removed, and the original

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windows of steel and reinforced fireproof glass which have been replaced with plate glass. Internally the building has been significantly altered although load bearing floors and the reinforced concrete framework is intact. (February 2017)

Integrity - The exterior integrity of this place is good. The heritage values of the Former Note and Stamp Printing Department are evident in the overal form and the architectural style remains readable. The interior integrity is substantially compromised but still readable to a certain degree. (February 2017)

Plaque Citation

This building was erected in 1924 when Melbourne was the seat of the new nation's federal government. Until 1981 Australia's bank notes, postage stamps and high security products were designed and produced within the building.

Comparative Analysis

COMPARISONS

Comparison - Commonwealth Government buildings

The Federal Court of Australia (VHR H1476)

The Federal Court of Australia, originally the High Court, was built in 1926 to a stripped Classical design by Chief Commonwealth Architect, John Smith Murdoch. The Court was extended in 1933 by HJ Mackennal, chief architect for the Victorian Branch of the Commonwealth Works Department, with the addition of an upper storey in the same materials and style. Further additions were made in 1946 and in 1991-92.

The building was designed as the High Court of Australia when Melbourne was the nation's capital from 1901 until 1927, but a new High Court was only opened in Canberra in 1980. Until then this building, and others in the older State capitals, continued to be used for sittings of the High Court. In 1977, the building became the Melbourne premises of the Federal Court, being used solely for this purpose after the opening of the High Court in Canberra. The Federal Court of Australia is of historical significance as a remainder of Melbourne's dominance of federal politics before the development of Canberra, and for its associations with the highest levels of Australian legal administration over a lengthy period. The Federal Court of Australia is of architectural significance as an excellent example of the inter-war Stripped Classical style which characterised many Commonwealth buildings of the time, and as an early work of the fledgling Commonwealth Department of Works and its first chief architect, John Smith Murdoch.

The Former Mail Exchange: (VHR 40881)

The Former Mail Exchange, completed in 1917, was designed by Commonwealth House Affairs architect John Smith Murdoch. The seven storey, steel framed building was constructed in a beaux-arts classical style. The dominant feature of the facade is the paired giant order fluted columns, with ionic capitals, rising through three storeys. Bronzed steel framed windows fill the bays between the columns, contrasting with the mass and solidity of the masonry. The building is a distinguished example of beaux-arts classical design which was not common in Australia, tending to be used for large and important buildings. It was the sense of monumentality that it imparted that Murdoch considered appropriate for Commonwealth buildings and classicism became the style of choice for Commonwealth buildings during Murdoch's time. Its dignified conservatism was thought appropriate for major public buildings. The Former Mail Exchange is of historical significance as an important reminder of the development of the Australian mail service in the early decades of the twentieth century.

Commonwealth Government Offices (This place cannot be included in the VHR because it is in Commonwealth

HERITAGE CITATION REPORT

ownership)

The Commonwealth Offices building at 4 Treasury Place, Melbourne was designed by Australia's first Commonwealth Government Architect, John Smith Murdoch and built between 1912 and 1914. It is an outstanding example of Edwardian Baroque design in Victoria. The Commonwealth Offices building was the first office building constructed by the Commonwealth, and was initially occupied by the Prime Minister's office, the Attorney General, the Treasurer's Department and the Post Master General. It has been used as the Melbourne offices of the Prime Minister and Cabinet and the Governor General since 1912. The building has a close association with the foundation of the Commonwealth of Australia, and particularly as a physical legacy as the primary home of the Commonwealth Government until the establishment of Canberra in 1927. With the intention to store gold reserve and bank notes in a Strong Room in the basement, the floors and structure of the building were constructed in reinforced concrete for fire protection. This was an early application of this type of construction.

Comparison summary

Together with the Former Mail Exchange Building and the Commonwealth Government Offices, the Former Commonwealth Note and Stamp Printing Department is one of a very small number of buildings constructed in Victoria for a specific government purpose when Melbourne was the seat of the Commonwealth Government. These buildings represent the significant duties which they were designed to perform and are an important legacy in understanding the development of Australia as a new nation.

Statement of Significance

What is significant?

The Former Commonwealth Note and Stamp Printing Department building, including all architectural elements, a reinforced concrete frame and load bearing floors, and remnant fencing, located on a block bounded by Victoria Parade, and Young, Little Victoria and Nicholson Streets. The elements of the late twentieth century/early twenty-first century exterior and interior refurbishment are not of significance.

History Summary

Between Federation in 1901 and the establishment of Parliament in Canberra in 1927, Melbourne was the seat of the Commonwealth Government. Administration of important government processes including the design, manufacture and issuing of postage stamps, bank notes and government security products took place in Melbourne. The Note and Stamp Printing departments initially operated from the Queens Warehouse (VHR H1211), but these premises were considered inadequate and in 1919, the Government acquired a property on Victoria Parade with the intention of establishing new premises. After consideration of Sydney and Canberra as alternative locations, the Victoria Parade site was regarded as the most suitable, and designs were prepared by Commonwealth Architect, John Smith Murdoch. However, when the Commonwealth Bank took over responsibility for the issue of bank notes in 1930, Murdoch's designs were replaced with those prepared by John Kirkpatrick, the Bank's official architect. Kirkpatrick's design was constructed by 1924, and construction of a new wing to the design of Commonwealth Chief Architect, E.H Henderson began in 1930. The Victoria Parade premises saw many changes in production and technology, including the change to decimal currency in 1966, which affected both notes and stamps, and research into polymer bank notes in the 1970s. On 19 October 1981, the Victoria Parade premises were closed and operations were relocated to Craigieburn where notes continue to be printed. The Victoria Parade site was purchased by the Australian Catholic University in 1998 and has undergone extensive alterations to operate as the University's Melbourne campus.

Description Summary

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4.12 Possible ESD Principles

ACU promotes a holistic view of sustainability and embraces the need to be a leader, a good neighbour and a global citizen. The following principles summarise the way that ACU and their project team will progress the projects within the Development Plan.

PURSUING THE COMMON GOOD

Part of ACU's mission is to pursue the common good. Within the context of this Development Plan this is translated as the following:

- Demonstrating environmental stewardship through the application of recognised frameworks, such as the City of Yarra's Built Environment Sustainability Scorecard (BESS) and Green Star.
- Being a place maker by providing spaces for community use
- Protecting heritage value through considered and sensitive design

ENHANCING USER EXPERIENCE

The success of education buildings relies in part on the user experience they provide. In this case, users includes students, academic and administrative staff, and the community. Research has shown that our local environment can influence our health, wellbeing and productivity. As such, the Development Plan will enhance the user experience through:

- High quality daylight and artificial lighting
- Good indoor air quality
- Good acoustics
- High levels of thermal comfort
- Desirable external spaces and microclimates (wind, rain, sun, heat island etc)
- Opportunities to connect to nature
- Cyclist facilities

PROGRESSING WITH CONFIDENCE

We live in an uncertain world, with a changing climate, increasing rate of change in pedagogy and student needs, and rising utility prices. Through design and project processes such as those listed below, the projects within the Development Plan will give ACU, the City of Yarra and surrounding community confidence.

- Design for future climate
- Flexible and adaptable buildings and spaces
- Efficient consumption, onsite generation of energy, and capture and reuse of water
- Quality control in design, construction and operation (eg. planning and building code compliance, as-built green star rating, commissioning, tuning, metering and monitoring)

SAVING MONEY

Sustainability initiatives provide an opportunity for ACU to save money upfront and in the long term. The projects within the Development Plan will be vigilant for opportunities to reduce costs, enabling ACU to focus its spending in higher value areas.

- Energy efficiency leading to smaller plant (chiller, substation etc) size
- Durable materials and finishes
- Appropriate access for maintenance
- Efficient consumption, onsite generation of energy, and capture and reuse of water

BESS CATEGORY	CREDIT	CREDIT SUMMARY		DEVELOPMENT PLAN RESPONSE
Management	Pre-application meeting			To be part of building design stage.
	Thermal performance modelling	Preliminary Section J glazing assessment undertaken.		To be part of building design stage.
	Building users guide	A building users guide be produced and issued to occupants.		To be part of building design stage.
Energy	Greenhouse Gas Emissions	Reduction in emissions compared to a code compliant reference building		To be part of building design stage. The development plan notes that appropriate solar controls, such as external shading and screens, expect to be added to the façade as part of design optimisation.
	Peak Demand	Has the instantaneous (peak hour) demand been reduced by >20%		As for Greenhouse Gas Emissions above.
	Energy consumption (Electricity and Gas)	Is the annual electricity consumption >10% below the benchmark Is the annual gas consumption >10% below the benchmark?		As for Greenhouse Gas Emissions above.
	Car Park Ventilation	If you have a basement carpark, is it either: (a) fully naturally ventilated (no mechanical ventilation system), or (b) use Carbon Monoxide monitoring to control the operation and speed of the ventilation fans?		To be part of building design stage. Car park ventilation will use carbon monoxide control.
	Domestic Hot Water	Does the hot water system use >10% less energy (gas and electricity) than the reference case?		To be part of building design stage.
	External lighting	The external lighting is controlled by a motion detector.		To be part of building design stage.
	Internal lighting	The maximum illumination power density (W/m2) in at least 90% of the relevant Building Class is at least 20% lower than required by Table J6.2a of the NCC (BCA 2013) Volume 1 Section J (Class 2 to 9).		To be part of building design stage. All external lighting to be controlled by PE sensors and time clocks.
Water	Rainwater capture and reuse.	Installation of rainwater tanks and reticulation of captured rainwater for reuse (e.g. toilet flushing, irrigation).		To be part of building design stage. Space for rain water storage has been allowed for within the basement as part of the building massing.
	Fixtures and fittings	WELS rating of water fixtures, fittings and connections.		To be part of building design stage.
	Water efficient landscaping	Water efficient landscaping is installed.		To be part of building design stage.
	Fire test system water	Measures have been taken to reduce water consumption when testing fire safety systems.		To be part of building design stage. Space for capture and reuse of fire system test water has been allowed for within the basement as part of the building massing.
Stormwater	Stormwater treatment	Best practice stormwater management is demonstrated.		As for Rainwater capture and reuse above. The overflow from the rainwater tank will have appropriate treatment to improve the quality of discharged stormwater quality.
IEQ	Daylight access - non-residential	Percentage of the nominated area has at least 2% daylight factor.		To be part of the building design stage.

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BESS CATEGORY	CREDIT	CREDIT SUMMARY	DEVELOPMENT PLAN RESPONSE
Transport	Bicycle parking – non-residential	The planning scheme requirements for employee bicycle parking been exceeded by at least 50%.	Refer to section 4.6 for proposed bicycle parking facilities.
	Bicycle parking – non-residential visitor	The planning scheme requirements for visitor bicycle parking been exceeded by at least 50%.	Refer to section 4.6 for proposed bicycle parking facilities.
	End of trip facilities - non-residential	End of trip facilities provided with: 1 shower for the first 5 bicycle spaces plus 1 for each 10 bicycles spaces thereafter. Changing facilities adjacent to showers. One secure locker per required bicycle space in the vicinity of the changing / shower facilities.	End of trip facilities will be provided across the campus, the detail will follow at the planning permit stage.
	Electric vehicle infrastructure	Facilities for the charging of electric vehicles are provided.	Refer to Integrated Transport and Access Plan in appendices
	Car share scheme	A formal car sharing scheme has been integrated into the development.	Refer to Integrated Transport and Access Plan in appendices
	Motorbikes/mopeds	A minimum of 5% of vehicle parking spaces are designed and labelled for motorbikes (must be at least five motorbike space).	Refer to Integrated Transport and Access Plan in appendices
Waste	Construction waste management	There is a commitment to re-use and recycle construction & demolition waste.	To be part of building design stage.
	Building re-use	If the development is on a site that has been previously developed, at least 30% of the existing building has been re used.	Existing building is being retained in full.
	Food & garden waste	Facilities are provided for on-site management of food and garden waste.	To be considered as part of building design stage.
	Convenience of recycling	The recycling facilities are at least as convenient for occupants as facilities for general waste.	Spatial allowance has been considered as part of the Development Plan
Urban Ecology	Communal spaces	There is at least the following amount of common space (m2): 1m² for each of the first 50 occupants, an additional 0.5m² for each occupant between 51 and 250, and an additional 0.25m² for each occupant above 251.	To be part of building design stage.
	Vegetation	Percentage of the ground area of the site that is covered with vegetation.	Refer to landscape master plan
	Green roof	The development includes outdoor terraces .	To be considered as part of the building design stage.
	Green wall or façade	The development incorporates a green wall or façade.	To be considered as part of building design stage.
	Food production - non-residential	There is at least 0.25m² of space per occupant dedicated to food production.	To be considered as part of building design stage.

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5.0 CONCLUSION

The Development Plan has been developed in line with ACUs Vision for the St Patrick's Campus and will guide key developments within the Development Plan Overlay area for the coming decade.

The Development Plan will guide development of the parts of ACU subject to the Development Plan Overlay in accordance with the Yarra Planning Scheme.

Through the Development Plan the projects will improve the public realm through providing new landscaping opportunities, open space and pedestrian connectivity through the campus. The new building projects will continue ACUs tradition of providing excellent teaching and learning spaces.

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Attachment 1 - Endorsed ACU Development Plans

Cardno

Integrated Transport and Access Plan

Australian Catholic University, St Patricks Campus, Fitzroy

Prepared for Australian Catholic University
1 December 2017

ACU

Cardno Integrated Transport and Access Plan: Australian Catholic University, St. Patricks Campus, Fitzroy

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Integrated Transport and Access Plan: Australian Catholic University, St Patrick's Campus, Fitzroy

1 Introduction

1.1 Background

A Development Plan is being prepared for the Australian Catholic University (ACU) St Patrick's Campus to deliver a mixed use development to accommodate the planned growth in students, teachers and research activities, improve the quality of teaching and learning environments and improve the pedestrian and public environments for students and the wider community.

To accompany the Development Plan, Cardno was engaged by Australian Catholic University to prepare an Integrated Transport and Access Plan (ITAP). The subject site comprises a number of buildings generally located to the north of Victoria Street between Brunswick Street and Napier Street, as shown in Figure 1-1.

The site is located within the suburb of Fitzroy and is situated approximately 500 metres to the east of the Melbourne Central Activities District (CAD).

Figure 1-1 Site Location

Schedule 2 to the Development Plan Overlay (DPO) (or Schedule 2 to Clause 43.04 of the Yarra Planning Scheme) applies to the subject site and provides criteria for any future use and development of the land at 115 Victoria Parade and 20-23 Brunswick Street, Fitzroy.

Schedule 2 to the DPO is dated 19 January 2006 and provides the following requirements for the Development Plan which are considered relevant to transport:

> The development plan must show:

- The number, location, dimensions and layout of all car parks and access ways to and from them;
- A management plan for the operation and maintenance of the car park areas;
- The location and dimensions of all bicycle, vehicle and pedestrian ways;
- A traffic management plan which must show any traffic management and traffic control works considered necessary in adjoining and nearby roads when the development is completed; and
- The means of vehicular and pedestrian ingress to and egress from the land.

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Integrated Transport and Access Plan: Australian Catholic University, St Patrick's Campus, Fitzroy

1.2 Purpose

The purpose of this report is to provide an integrated transport approach to any future use and development at ACU. This report considers all modes of transport, with a view to updating and incorporating a more integrated transport approach to the transport related requirements in Schedule 2 to the DPO.

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2 Existing Conditions

2.1 Population and Employment

ACU currently operates with 10,000 effective full time (EFT) students and approximately 800 staff.

2.2 Mode Share and Journey to Work

Relevant journey to work and journey to education data has been sourced from the 2011 ABS Census and the Victorian Integrated Survey of Travel and Activity (VISTA) which is an ongoing survey of travel and activity that helps the government make better transport and land-use planning decisions.

Table 2-1 shows journey to work data based on work destinations for the suburb of Fitzroy from the 2011 ABS Census and for the City of Yarra from the VISTA 09 surveys.

Table 2-1 Journey to Work Data Based on Work Destination

Travel Mode	2011 ABS Census Suburb of Fitzroy	VISTA 09 City of Yarra
Car Based	53%	57%
Public Transport	32%	30%
Bicycle/Walking	15%	13%

Table 2-2 shows journey to education data based on education destinations for RMIT in Melbourne and the Kangan Institute of TAFE in Cremorne. The results are noticeably different, with significantly higher public transport use at RMIT and higher car and bicycle/walking use at Kangan Institute of TAFE.

Table 2-2 Journey to Education Data Based on Education Destination

Travel Mode	VISTA 09 RMIT, Melbourne City of Melbourne	VISTA 09 Kangan Institute of TAFE, Cremorne City of Yarra
Car Based	10%	37%
Public Transport	67%	30%
Bicycle/Walking	23%	33%

The site is more similarly located to RMIT with respect to its public transport accessibility and proximity to the CAD, however on-site parking at ACU is more readily available.

In this respect, it is anticipated that car use would be in between the results for RMIT and Kangan Institute of TAFE.

This is confirmed by results from a questionnaire survey that was distributed by ACU staff in May and August 2009. Approximately 800 surveys were completed and returned, with the results of the survey summarised in Table 2-3, Table 2-4 and Table 2-5 overleaf.

The data collected by the University reveals that a large contingent of the existing student and staff population either catch public transport or walk or cycle to the facility.

Table 2-3 Student Travel Modes

Travel Mode	Number	Percentage
Car (Driver)	122	19%
Car (Passenger)	38	6%
Public Transport	445	68%
Walked	31	5%
Cycled	17	2%
Total	653	100%

Table 2-4 Staff Travel Modes

Travel Mode	Number	Percentage
Car (Driver)	62	34%
Car (Passenger)	12	7%
Public Transport	80	44%
Walked	15	8%
Cycled	8	4%
Other	3	2%
Total	180	100%

Table 2-5 University Travel Modes

Travel Mode	Number	Percentage
Car (Driver)	184	22%
Car (Passenger)	50	6%
Public Transport	525	63%
Walked	46	6%
Cycled	25	3%
Other	3	0%
Total	833	100%

2.3 Pedestrian Network

The existing pedestrian network in the vicinity of the site includes footpaths on both sides of Brunswick Street, Young Street and Napier Street providing access towards Gertrude Street and Victoria Street to the north and south respectively, both of which are also provided with footpaths along both sides.

Victoria Street is also provided with footpaths along both sides of the central median.

Pedestrian crossings are provided at all signalised intersections, including:

- Brunswick Street / Gertrude Street;
- Brunswick Street / Victoria Street / Gisborne Street; and
- Victoria Street / Lansdowne Street.

At all other intersections, pedestrian crossings are facilitated by pram ramps.

Tram stops associated with tram routes 11, 30, 86, 109 and 120 are readily accessible from the subject site via the pedestrian network, whilst Parliament Train Station is also readily accessible via footpaths along both sides of Gisborne Street.

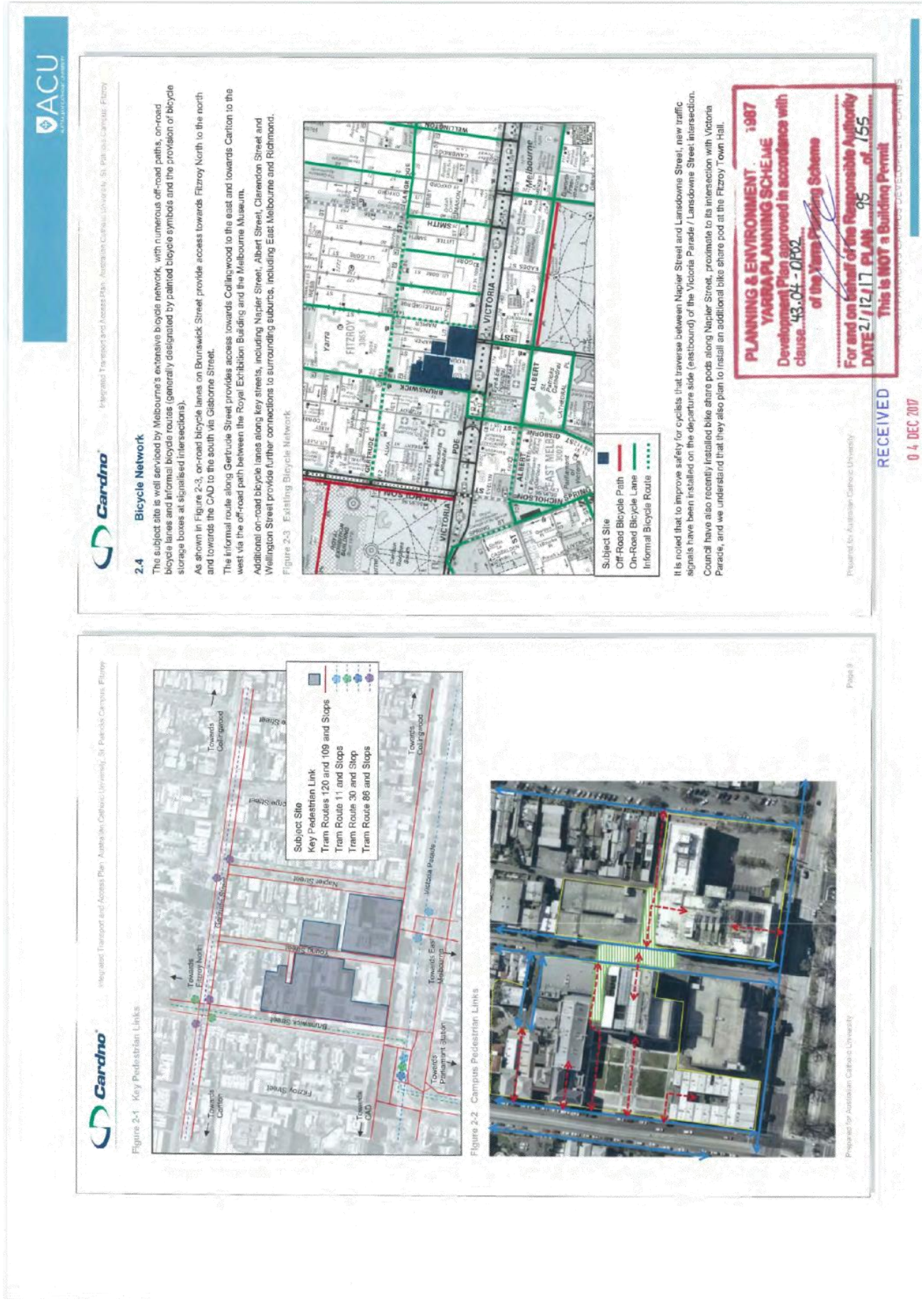
The pedestrian network in the vicinity of the site also provides access towards neighbouring suburbs, including Collingwood, Fitzroy North, Carlton, East Melbourne and the Central Activities District (CAD).

Key pedestrian links in the vicinity of the site is shown graphically in Figure 2-1, whilst Figure 2-2 shows the pedestrian links within the campus and their connections to the key pedestrian links.

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2.5 Public Transport

The subject site has excellent access to public transport, with all train lines accessible via Parliament Station approximately 550 metres walking distance from the subject site and numerous bus and tram routes operating either along the site frontage or in close proximity to the subject site.

The St Vincents Plaza / Victoria Parade tram stop and the Australian Catholic University / Victoria Parade bus stop are located directly adjacent to the site and provide access to a total of 4 tram routes and 11 bus routes. Parliament Station is also accessible via tram routes 11, 12 and 109 which are serviced by the abovementioned St Vincents Plaza / Victoria Parade tram stop.

Tram lines along Victoria Street, Nicholson Street and Gisborne Street are separated from the traffic lanes, whilst the tram lines along Gertrude Street, Brunswick Street and Smith Street are shared with a traffic lane.

Notably, bus lanes have recently been installed along Victoria Parade to provide bus priority through this corridor. It is also understood that plans are being progressed to upgrade the Brunswick Street tram corridor, with the works including the provision of DDA compliant stops.

The public transport services in the vicinity of the site are summarised in Table 2-6 and illustrated graphically in Figure 2-4.

Figure 2-4 Public Transport Map

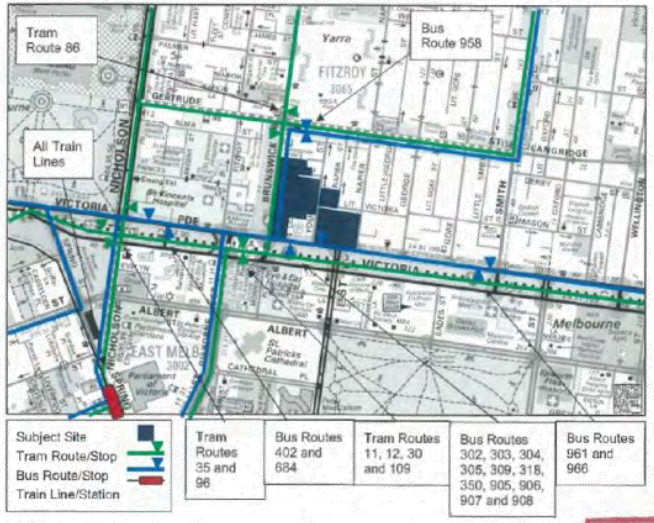


Table 2-6 Public Transport Services

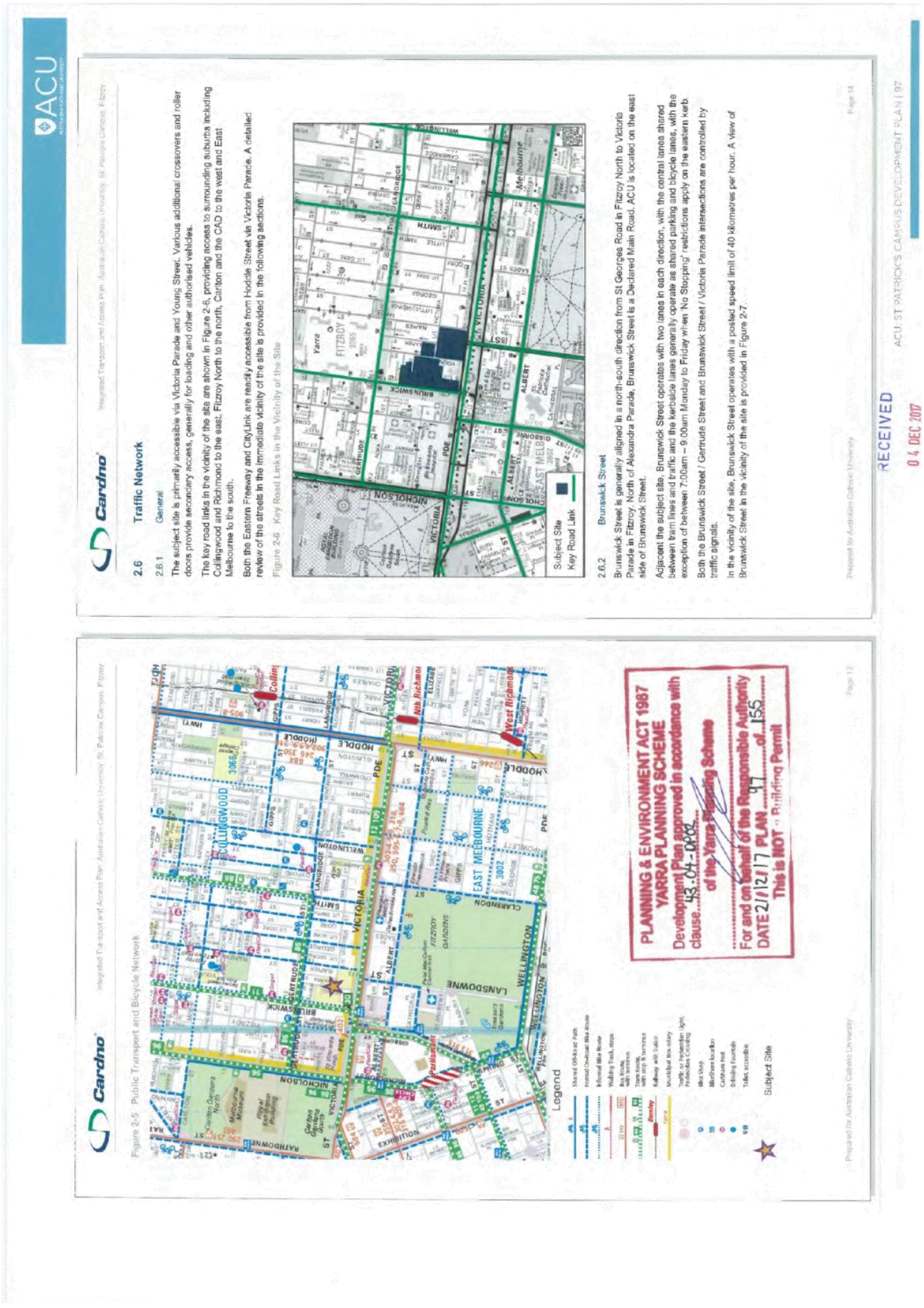
Service	Route No's	Route	Nearest Stop	Approximate Walking Distance
Tram	11	West Preston – Victoria Harbour Docklands	St Vincents Plaza/Victoria Pde	Adjacent Site
	12	Victoria Gardens – St Kilda		
	30	St Vincents Plaza – Docklands via La Trobe St		
	109	Box Hill – Port Melbourne		
	86	Bundoora RMIT – Waterfront City Docklands	Brunswick St/Gertrude St	100 m
	35	City Circle (Free Tourist Tram)	Nicholson St/Victoria Pde	300 m
	96	East Brunswick – St Kilda Beach		
Bus	302	Box Hill via Belmore Rd and Eastern Fwy	Australian Catholic University / Victoria Pde	Adjacent Site
	303	City – Ringwood North via Park Rd		
	304	City – Doncaster SC via Belmore Rd and Eastern Fwy		
	305	City – The Pines SC via Eastern Fwy		
	309	City – Donvale via Reynolds Rd		
	318	City – Deep Creek		
	350	City – La Trobe University via Eastern Fwy		
	905	City – The Pines SC via Eastern Fwy, Templestowe (SMARTBUS Service)		
	906	City – Warrandyte via The Pines SC (SMARTBUS Service)		
	907	City – Mitcham via Doncaster Road (SMARTBUS Service)		
	908	City – The Pines SC via Eastern Fwy (SMARTBUS Service)		
	402	Footscray – East Melbourne via North Melbourne	St Vincents Hospital / Victoria Pde	200 m
	684	Eildon – Melbourne via Lilydale Station		
	958	NightRider – City – Eltham via Smith Street, Darebin Road	Brunswick St / Gertrude St	100 m
	961	NightRider – City – Doncaster via Eastern Freeway, James Street	Smith St / Victoria Pde	300 m
	966	NightRider – City – Croydon – Lilydale via Victoria Street, Maroondah Highway		
Train	All Train Lines		Parliament Station	550 m

A consolidated public transport and bicycle network plan is provided as Figure 2-5 overleaf.

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2.6 Traffic Network

2.6.1 General

The subject site is primarily accessible via Victoria Parade and Young Street. Various additional crossovers and roller doors provide secondary access, generally for loading and other authorised vehicles.

The key road links in the vicinity of the site are shown in Figure 2-6, providing access to surrounding suburbs including Collingwood and Richmond to the east, Fitzroy North to the north, Carlton and the CAD to the west and East Melbourne to the south.

Both the Eastern Freeway and CityLink are readily accessible from Hoddle Street via Victoria Parade. A detailed review of the streets in the immediate vicinity of the site is provided in the following sections.

Figure 2-6 Key Road Links in the Vicinity of the Site

Subject Site
Key Road Link

2.6.2 Brunswick Street

Brunswick Street is generally aligned in a north-south direction from St Georges Road in Fitzroy North to Victoria Parade in Fitzroy, North of Alexandra Parade. Brunswick Street is a Declared Main Road. ACU is located on the east side of Brunswick Street.

Adjacent the subject site, Brunswick Street operates with two lanes in each direction, with the central lanes shared between tram lines and traffic and the kerbside lanes generally operate as shared parking and bicycle lanes, with the exception of between 7:00am – 9:00am Monday to Friday when 'No Stopping' restrictions apply on the eastern kerb. Both the Brunswick Street / Gertrude Street and Brunswick Street / Victoria Parade intersections are controlled by traffic signals.

In the vicinity of the site, Brunswick Street operates with a posted speed limit of 40 kilometres per hour. A view of Brunswick Street in the vicinity of the site is provided in Figure 2-7.

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Figure 2-5 Public Transport and Bicycle Network

Legend

Subject Site

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Figure 2-7 Cross Section of Brunswick Street in the Vicinity of the Site

2.6.3 Young Street

Young Street is a local road aligned in a north-south direction from Gertrude Street to Victoria Parade. Young Street primarily serves an access function, with speed humps used along its length for traffic calming purposes. ACU is located on both the east and west sides of Young Street, with vehicle access provided to an ACU car park and an ACU private road named Duke Street.

Along its length, Young Street operates with a varying cross section. Between Victoria Parade and the entrance to the ACU car park, Young Street operates with a single traffic lane in each direction. This section of Young Street operates with a posted speed limit of 40 kilometres per hour. Beyond this point, Young Street operates as one way, northbound only.

Between Little Victoria Street and Duke Street, Young Street operates as a shared zone, within a carriageway which allows for a single lane of northbound traffic. As required for shared zones, this section of Young Street operates with a speed limit of 10 kilometres per hour. There is generally no provision for kerbside parking, with the exception of a single indented parallel disabled car space.

Between Duke Street and Graham Street, Young Street operates with a single northbound traffic lane, with no provision for kerbside parking. North of the shared zone, Young Street operates with a default speed limit of 50 kilometres per hour.

Between Graham Street and Gertrude Street, Young Street allows for a single lane of northbound traffic, with kerbside parallel parking permitted on the west kerb clear of traffic.

The Young Street / Victoria Parade intersection operates as a left in/left out 'Give Way' controlled T-intersection, with priority given to Victoria Parade.

The Young Street / Gertrude Street intersection operates as a 'Stop' controlled T-intersection, with priority given to Gertrude Street and allows for outbound movements out of Young Street only. Right turns are banned between 7:00am – 9:00am Monday to Friday.

The various cross sections of Young Street are shown in Figure 2-8 through to Figure 2-11.

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Figure 2-8 Cross Section of Young Street Between Victoria Parade and ACU Car Park Entrance

Figure 2-9 Cross Section of Young Street Between ACU Car Park Entrance and Duke Street

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2.7 Road Network Safety

Casualty accident history for the roads and intersections adjoining the ACU, specifically; roads bound by Victoria Parade to the south, Gertrude Street to the north, Brunswick Street to the west and Napier Street to the east have been sourced from VicRoads CrashStats accident database.

A summary of the accidents in the area defined above for the last available five year period (1 July 2008 to 30 June 2013) are summarised in Figure 2-18.

Figure 2-18 Casualty Accident History - 1 July 2008 to 30 June 2013

The CrashStats review indicates that a total of 33 casualty accidents have been reported within the nominated area within the five year period. Table 2-7 provides a broad summary of the accident categories.

Table 2-7 Accident Categories

Accident Type	Number
Involving Bicyclists	16
Involving Motor Cyclists	8
Involving Pedestrian	5
Involving Motorists Only	4
Total	**33**

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2.8 Car Parking

The site is located in an area with constrained long term and short term on street parking opportunities with observations revealing that on street parking opportunities in the vicinity of the site are generally ticketed and or marked as permit zones with the limited number of long term (4 hours or greater) parking opportunities observed to be well utilised.

Notwithstanding the above, commercial off-street parking facilities are available and include the onsite parking spaces provided by the University, specifically, a 250 space deck car park accessible via Young Street, and a 50 space at grade car park accessible via Victoria Parade.

The location of these onsite parking areas are illustrated in Figure 2-19.

Figure 2-19 ACU Onsite Car Parking Spaces

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4 Development Proposal

4.1 Development Plan

The Development Plan has been developed to accommodate the ACU's projected growth in students, teaching staff and research from 2015 to 2025, whilst also allowing the consolidation of teaching and research activities onto the Campus.

Specifically it is anticipated that by 2020, ACU will increase their EFT student numbers to 10,700 and staff numbers to 850. A summary of existing and proposed student and staff numbers is provided in Table 4-1.

Table 4-1 Student and Staff Numbers

Existing	Proposed	Change
10,000 EFT Students	10,700 EFT Students	+700 EFT Students
800 Staff	850 Staff	+50 Staff

The key principle that will inform the Development Plan from a transport perspective is based on the City of Yarra's commitment to reduce car dependency by promoting walking, cycling and public transport use.

Specifically, the St Patrick's Campus Development Plan seeks to become a pedestrian oriented space that is safe for students and prioritises sustainable modes of transport by:

- Improving access to public transport along Victoria Parade, Brunswick Street and Gertrude Street;
- Ensuring pedestrian links from the Campus integrate and form part of the wider pedestrian network;

The above will be achieved through the creation of strong pedestrian linkages through the Campus and to adjacent uses, activities and transport networks. Notably, the facade treatment to Victoria Parade on the Mary Glowrey Building is to be removed and by so doing, substantially increasing the footpath width along Victoria Parade in the section between Young Street and Napier Street. This will be particularly beneficial at the interface of the Mary Glowrey Building and the existing bus stop.

4.2 Individual Projects

The individual projects within the Development Plan will include:

4.2.1 115 B Victoria Parade

This project will comprise of the subdivision of 115 Victoria Parade to create a new building site. Within this site, a multi storey building is contemplated, and will include the provision of basement level car parking for up to a maximum of 270 spaces.

Vehicular access to this building is planned via Napier Street. Mitigation works will be required at the intersection of Victoria Parade and Napier Street to accommodate direct access via Victoria Parade.

4.2.2 28 - 42 Young Street (Existing Deck Car Park)

The existing 250 space deck car park is to be demolished and in its place a new building is proposed.

This new building will have no car parking spaces provided, instead, the development of this site will provide the opportunity to make substantial improvements to pedestrian access and connectivity between the campus buildings, and the adjacent campus uses and activities.

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5 Transport Network Interventions

5.1 Pedestrian Network

The Development Plan contemplates improvements to pedestrian access throughout the Campus, with the aim of providing an attractive and safe pedestrian environment that will integrate with the surrounding local precinct.

The key initiatives in this regard will be the creation of strong pedestrian linkages through the Campus and to adjacent uses, activities and transport networks. Notably, the facade treatment to Victoria Parade on the Mary Glowrey Building is to be removed and by so doing, substantially increasing the footpath width along Victoria Parade in the section between Young Street and Napier Street. This will be particularly beneficial at the interface of the Mary Glowrey Building and the existing bus stop.

5.2 Bicycle Network

The mitigation works required at the intersection of Victoria Parade and Napier Street to accommodate vehicular access to the 115 B Victoria Parade project, provides the opportunity to improve cyclist amenity at this intersection. The concept plan shown as Figure 5-1 illustrates the proposed mitigation works and improvements to cyclist amenity.

Figure 5-1 Victoria Parade / Napier Street – Concept Design

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5.3 Local Area Traffic Management

The City of Yarra have over the years undertaken Local Area Traffic Management (LATM) studies to improve traffic conditions and road safety in local streets.

The studies looked at issues such as traffic speed and volume, pedestrian safety and comfort, and how to calm traffic so that neighbourhoods are more liveable. Notably, as part of these studies residents and businesses were surveyed about the traffic issues in the area and proposed treatments.

The ACU St Patrick's Campus is located within the bounds of Council's LATMS11 – Fitzroy area. An extract of LATMS11 – Fitzroy is provided as Figure 5-2

Figure 5-2 Extract of LATMS 11 – Fitzroy

LATMS11 identifies the intersection of Victoria Parade and Napier Street as an intersection that requires improvement, furthermore, the section of Young Street between Little Victoria Street and Duke Street has also been identified as an area that is subject to detailed investigation.

Noting the foregoing, the proposed pedestrian and bicycle network interventions could be considered as options consistent with the aspirations of LATMS 11 – Fitzroy.

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6 Statutory Considerations

6.1 Schedule 2 to the Development Plan Overlay

The statutory requirements applicable to the Development Plan are contained within Schedule 2 to the Development Plan Overlay.

The traffic specific requirements are reproduced below.

The development plan must show:

- The number, location, dimensions, and layout of all car parks and access ways to and from them;
- A management plan for the operation and maintenance of the car park areas;
- The location and dimensions of all bicycle, vehicle and pedestrian ways;
- A traffic management plan which must show any traffic management and traffic control works considered necessary in adjoining and nearby roads when the development is completed; and
- The means of vehicular and pedestrian ingress to and egress from the land.

An assessment of the Development Plans against the above noted statutory requirements follows:

6.2 Design Response

6.2.1 Car Parking and Accessways

Up to a maximum of 270 car spaces are proposed. These spaces are to be provided within basement levels on the 115 B Victoria Parade project.

Specific to the DPO Requirements:

- Parking spaces are to be provided at a minimum 4.9m long and 2.6m wide;
- Accessways within the car park are to be provided at a minimum 6.4m wide where they serve car parking spaces and a minimum 5.5m wide where they do not abut parking. The main accessway off Napier Street is provided at a width of 7.6m;
- A minimum head height of 2.1 metres is proposed within the basement car park, increasing to 2.5m where provision is made for disabled spaces and Small Rigid Vehicles.

These dimensions are consistent with the requirements contained within Clause 52.06 of the City of Yarra Planning Scheme.

6.2.2 Bicycle Ways

A minimum of 160 bicycle spaces are to be provided within the Development Plan area.

These bicycles are to be designed to meet the dimension requirements set out by Bicycle Network and or AS2890.3:2015, and would comprise a mix as appropriate of the products as per the spec sheets provided as Appendix B.

6.2.3 Pedestrian Ways

These pedestrian linkages through the site are to be designed to meet and or exceed the relevant standards.

6.2.4 Means of Vehicular and Pedestrian Access

For the 115B Victoria Parade project, vehicular access is to be facilitated via Napier Street, as illustrated in the accompanying concept functional layout plan, Cardno drawing number CG150178-TR-DG-2502-6 provided as Appendix A.

Pedestrian access is to be provided via Victoria Parade, and Napier Street. The new building will also be accessible via existing pedestrian access points provided for the adjacent Mary Glowrey Building.

With regard to the 28 - 42 Young Street project, no car parking is proposed. Accordingly, no vehicular access is contemplated. Pedestrian access will be via Little Victoria Street and Young Street.

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6.2.5 Traffic Management Plan

Victoria Parade / Napier Street

Vehicular access to the 115B Victoria Parade project will be via Napier Street. Ingress and egress will be restricted to the intersection of Victoria Parade and Napier Street.

This intersection will require mitigation works to allow access via Victoria Parade. The traffic management and traffic control works considered necessary to mitigate the impact of the development at this intersection are illustrated in Cardno drawing number CG150178-TR-DG-2502-6, provided as Appendix A.

Young Street

Tube count surveys undertaken on Young Street in October 2015, at a location north of the existing access to the deck car park indicates that on average Young Street carries about 550 vehicles per day northbound, with the car park contributing about 100 vehicles per day to this total figure. On weekends northbound traffic flows reduce to 250 vehicles per day.

On this basis, Young Street can be classified as an Access Place, noting:

> An Access Place as defined by Clause 56.06 of the City of Yarra Planning Scheme, is a minor street providing local residential access with shared traffic, pedestrian and recreation use, but with pedestrian priority;
> This road can accommodate an indicative maximum traffic volume of between 300 – 1000 vehicles over a 24-hour period, within a 5.5m wide carriageway with parking on one side of the carriageway.

The proposed demolition of the existing deck car park will remove traffic currently generated by the car park, thus reducing daily traffic flows along this road to the benefit of pedestrian movements via the reduction in the potential for vehicle and pedestrian conflicts.

6.2.6 Car Park Management Plan

The following conditions detail the operation and management of the car parking spaces proposed within the 115B Victoria Parade project.

> The parking area will be secured by boom gates, activated by card readers and ticket machine on entry and departure during the facility's operating hours, anticipated to be between 7:00am – 10:30pm Weekdays and 8:00am – 10:30pm weekends consistent with current operational practises for the existing car park. During afterhours the car park will be secured by roller doors.

> To alert casual parkers entering the car park and ensure ease of use, clearly visible advisory signs will be posted on the car park entry and also within the car park. Additionally, to avoid conflict between long term (staff) and short term (students) users, spaces will be designated to individual staff members once they are determined, with signage posted at the end of each bay.

> Operation of the public car park will be limited to the hours listed above, with its fee structure expected to be based on an hourly charge rates in-line with other commercial car park facilities in the vicinity of the site. The actual charge rates will however be determined once an operator is appointed. The car park is to be operated by ticket collection on entry, and then payment at a pay station likely to be located adjacent to the lifts.

> Dynamic signage on Victoria Parade will be provided to indicate if the car park is full, which will reduce the number of vehicles turning into Napier Street during high occupancy periods. Notwithstanding, U-turn movements can be undertaken within the ROW located on the east side of Napier Street midblock between the site access and Victoria Parade.

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6.3 Car Parking - Clause 52.06

6.3.1 Car Parking Requirement

Table 1 to Clause 52.06 of the City of Yarra Planning Scheme sets out the car parking provision rates that apply to the Development Plan.

Specifically, Clause 52.06 requires that parking for the University is provided at a minimum rate of:

> 0.4 spaces to each student that is part of the maximum number of students on site at any one time.

The student population on the campus is projected to increase by 700 students, in the period between 2015 – 2020.

Application of this rate to the proposed increase in students reveals a statutory requirement to provide a minimum 280 spaces.

6.3.2 Car Parking Provision

Up to a maximum of 270 spaces are proposed as part of the 115B Victoria Parade Project, whilst the 28 - 42 Young Street project contemplates the demolition of the 250 space deck car park, with no additional parking provided on this site.

The building at 115B Victoria Parade will also be built on the existing at-grade car park site currently providing 50 spaces.

Accordingly the Development Plan results in a net decrease of 30 spaces, against a statutory requirements of 280 spaces.

This provision is considerably lower than the statutory requirements, and as such is in line with the sustainable transport objectives set out in local and state level policies.

6.4 Bicycle Parking – Clause 52.34

6.4.1 Bicycle Parking Requirement

Table 1 to Clause 52.34 of the City of Yarra Planning Scheme sets out the bicycle parking provision rates that apply to the Development Plan.

Specifically, Clause 52.34 requires that bicycle parking for the University is provided at a minimum rate of:

> 1 space to each 20 employees; plus
> 1 space to each 20 full time students.

The student population on the campus is projected to increase by 700 students, with a corresponding increase in staff numbers of 50 in the period between 2015 – 2020.

Application of these rates to the proposed increase in staff and students reveals a statutory requirement to provide a minimum 38 bicycle spaces comprising, 3 staff spaces and 35 student spaces.

6.4.2 Bicycle Parking Provision

A minimum of 160 bicycle spaces will be provided within the Development Plan area.

This provision is well in excess of the statutory requirements, and as such is in line with the sustainable transport objectives set out in local and state level policies.

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7 Traffic Impact

7.1 Projected Traffic Volumes

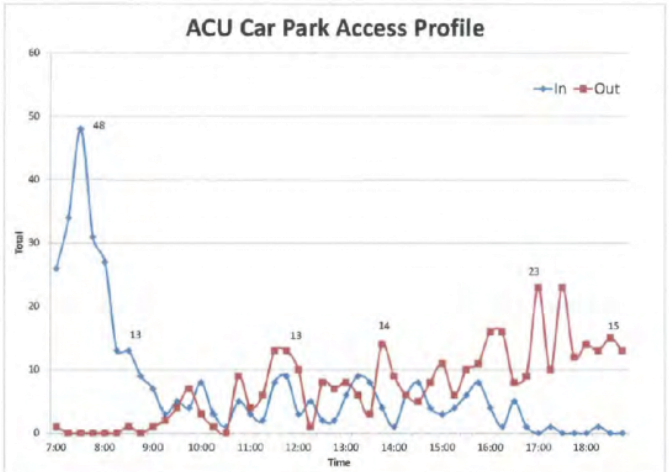
The existing ACU deck car park with 250 spaces used by both staff and students provides a suitable reference to inform consideration about projected traffic volumes at the proposed 270 space (maximum) car park at the 115B Victoria Parade project.

The existing car park was surveyed on

- Wednesday 21st May 2014 between 7am to 7pm; and
- Wednesday 7th October 2015 between 7am to 7pm

Figure 7-1 and Figure 7-2 provide a summary of the traffic profile at the ACU car park access points.

Figure 7-1 ACU Car Parking Access Profile – Wednesday 21st May 2014



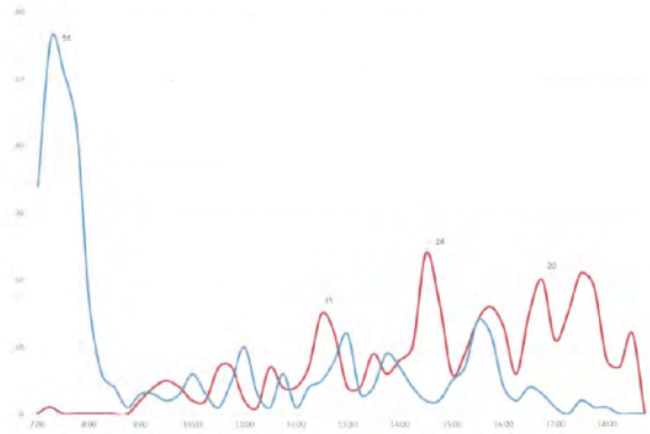
The key findings were as follows:

> There were a total of 355 inbound movements and 360 outbound movements; and

> The AM and PM peak hour was found to occur between 7:15am-8:15am and 5:00pm-6:00pm respectively, when a total of 140 and 68 vehicle movements were recorded at the site access points respectively;

The above equates to about 60% of the car parking spaces filling during the AM peak period, and about 30% of the spaces emptying during the PM peak. Traffic flows during the peak periods was observed as being heavily biased towards the peak direction.

Figure 7-2 ACU Car Parking Access Profile – Wednesday 7th October 2015



The key findings were as follows:

> There were a total of 375 inbound movements and 360 outbound movements; and

> The AM and PM peak hour was found to occur between 7:00am-8:00am and 3:15pm-4:15pm respectively, when a total of 185 and 45 vehicle movements were recorded at the site access points respectively.

The above equates to about 75% of the car parking spaces filling during the AM peak period, and about 20% of the spaces emptying during the PM peak. Traffic flows during the peak periods was observed as being heavily biased towards the peak direction.

Conservatively adopting a rate of 75% of the car spaces filling during the AM peak and 30% emptying during the PM peak, the proposed 270 space car park would be projected to generate:

> 203 vehicle movements during the AM peak period; and
> 81 vehicle movements during the PM peak period.

For the purpose of this assessment, traffic flows will be biased 95% in the peak direction and 5% in the non-peak direction.

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9 Conclusions

- The Development Plan has been developed to accommodate the ACU's projected growth in students, teaching staff and research from 2015 to 2025, whilst also allowing the consolidation of teaching and research activities onto the Campus.

  Specifically it is anticipated that by 2020, ACU will increase their EFT student numbers to 10,700 and staff numbers to 850

- The individual projects within the Development Plan will include:

  115 B Victoria Parade

  This project will comprise of the subdivision of 115 Victoria Parade to create a new building site. Within this site, a multi storey building is contemplated, and will include the provision of basement level car parking for up to a maximum of 270 spaces.

  Vehicular access to this building is planned via Napier Street. Mitigation works will be required at the intersection of Victoria Parade and Napier Street to accommodate two-way vehicle flow within the southern portion of Napier Street.

  In principle approval has been secured from VicRoads and Council to the suite of mitigation works proposed.

  28 - 42 Young Street (Existing Deck Car Park)

  The existing 250 space deck car park is to be demolished and in its place a new building is proposed.

  This new building will have no car parking spaces provided. Instead, the development of this site will provide the opportunity to make improvements to pedestrian access and connectivity between the campus buildings, and the adjacent campus uses and activities.

- The key principle that will inform the Development Plan from a transport perspective is based on the City of Yarra's commitment to reduce car dependency by promoting walking, cycling and public transport use.

  Specifically, the St Patrick's Campus Development Plan seeks to become a pedestrian oriented space that is safe for students and prioritises sustainable modes of transport by:

  - Improving access to public transport along Victoria Parade, Brunswick Street and Gertrude Street;
  - Ensuring pedestrian links from the Campus integrate and form part of the wider pedestrian network;

  The above will be achieved through the creation of strong pedestrian linkages through the Campus and to adjacent uses, activities and transport networks. Notably, the facade treatment to Victoria Parade on the Mary Glowrey Building is to be removed and by so doing, substantially increasing the footpath width along Victoria Parade in the section between Young Street and Napier Street. This will be particularly beneficial at the interface of the Mary Glowrey Building and the existing bus stop.

- A maximum of 270 spaces are proposed as part of the 115B Victoria Parade Project and results in the loss of 50 existing at-grade spaces, whilst the 28 - 42 Young Street project contemplates the demolition of the 250 space deck car park, with no additional parking provided on this site. Accordingly the Development Plan seeks to provide a net decrease of 30 spaces, against a statutory requirements of 280 spaces.

- The proposed 115B Victoria Parade Car Park will be operated and managed as follows:

  - The parking area will be secured by boom gates, activated by card readers and ticket machine on entry and departure during the facility's operating hours, anticipated to be between 7:00am-10:30pm Weekdays and 8:30am-10:30pm weekends consistent with current operational practises for the existing car park. During afterhours the car park will be secured by roller doors.
  - To alert casual parkers entering the car park and ensure ease of use, clearly visible advisory signs will be posted on the car park entry and also within the car park. Additionally to avoid conflict between long term (staff) and short term (students) users, spaces will be designated to individual staff members once they are determined, with signage posted at the end of each bay.
  - Operation of the public car park will be limited to the hours listed above, with its fee structure expected to be based on an hourly charge rate in-line with other commercial car park facilities in the vicinity of the site. The actual charge rates will however be determined once an operator is appointed. The car park is to be operated by ticket collection on entry, and then payment at a pay station likely to be located adjacent to the lifts.

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- Dynamic signage on Victoria Parade will indicate if the car park is full, which will reduce the number of vehicles turning into Napier Street. Notwithstanding, U-turn movements can be undertaken within the ROW located on the east side of Napier Street midblock between the site access and Victoria Parade.

> The proposal triggers a statutory requirement to provide 38 bicycle spaces. A minimum of 160 bicycle parking spaces are proposed to be provided within the Development Plan area. This provision is well in excess of the statutory requirements, and as such is in line with the sustainable transport objectives set out in local and state level policies.

> An assessment of the post development intersection operating conditions shows that with the mitigation works proposed, the Victoria Parade and Napier Street intersection will to operate under excellent conditions, with motorists experiencing limited queues and delays.

Additionally, an assessment of the operation of the site access has revealed 95th %ile queues of 4 vehicles are anticipated during the critical AM peak period. The design of the car park access and proposed location of the control points is such that motorists will be afforded a queuing distance of about 24 metres, measured from the title boundary.

This setback can accommodate about 4 vehicles and as such queues on to Napier Street are not anticipated. The design and location of the proposed car park access is therefore not expected to result in conditions that obstruct traffic flows along Napier Street or Victoria Parade.

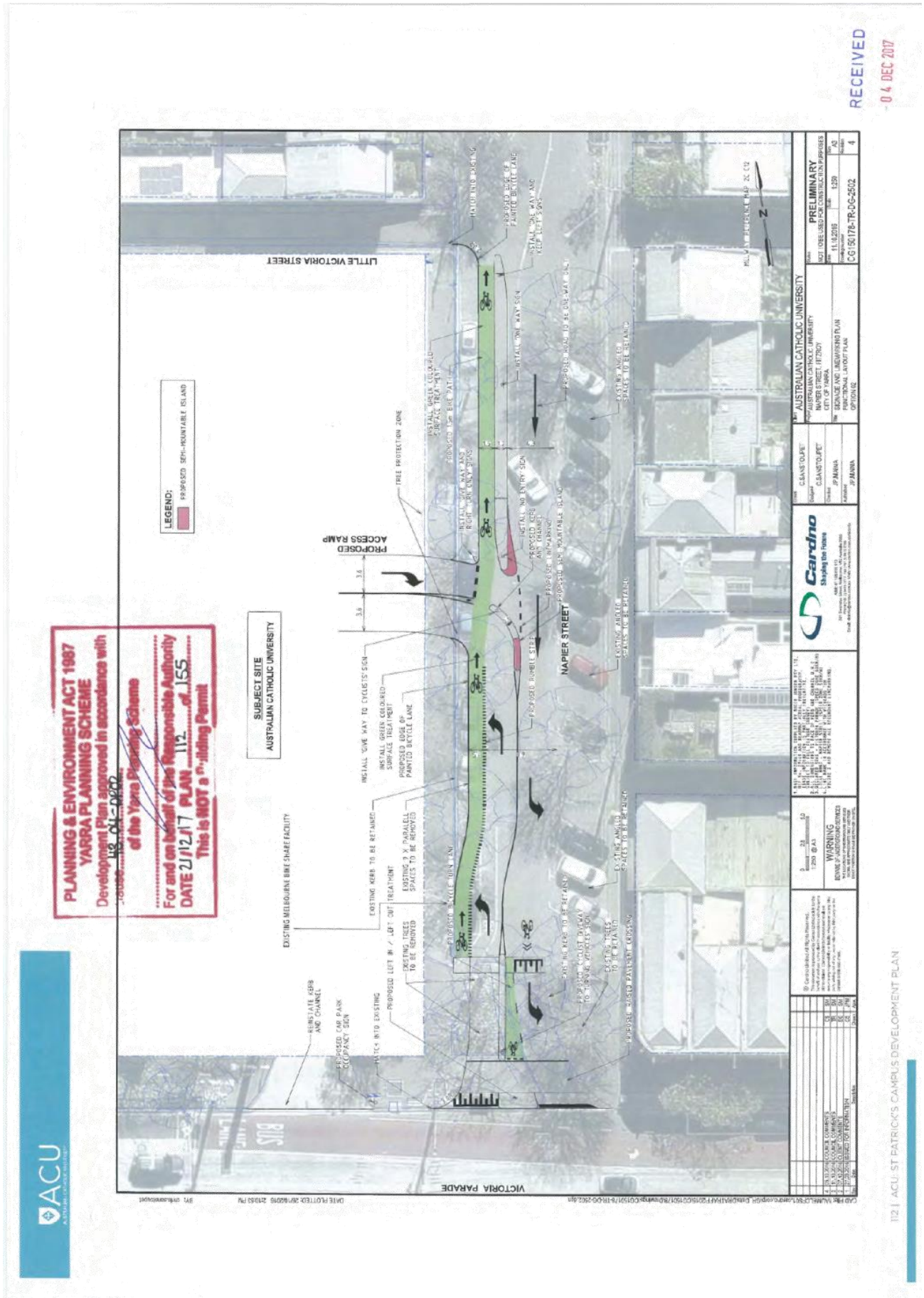
> ACU will also actively pursue Green Travel initiatives aimed at encouraging people to choose sustainable travel alternatives such as cycling, walking or public transport, over private car usage.

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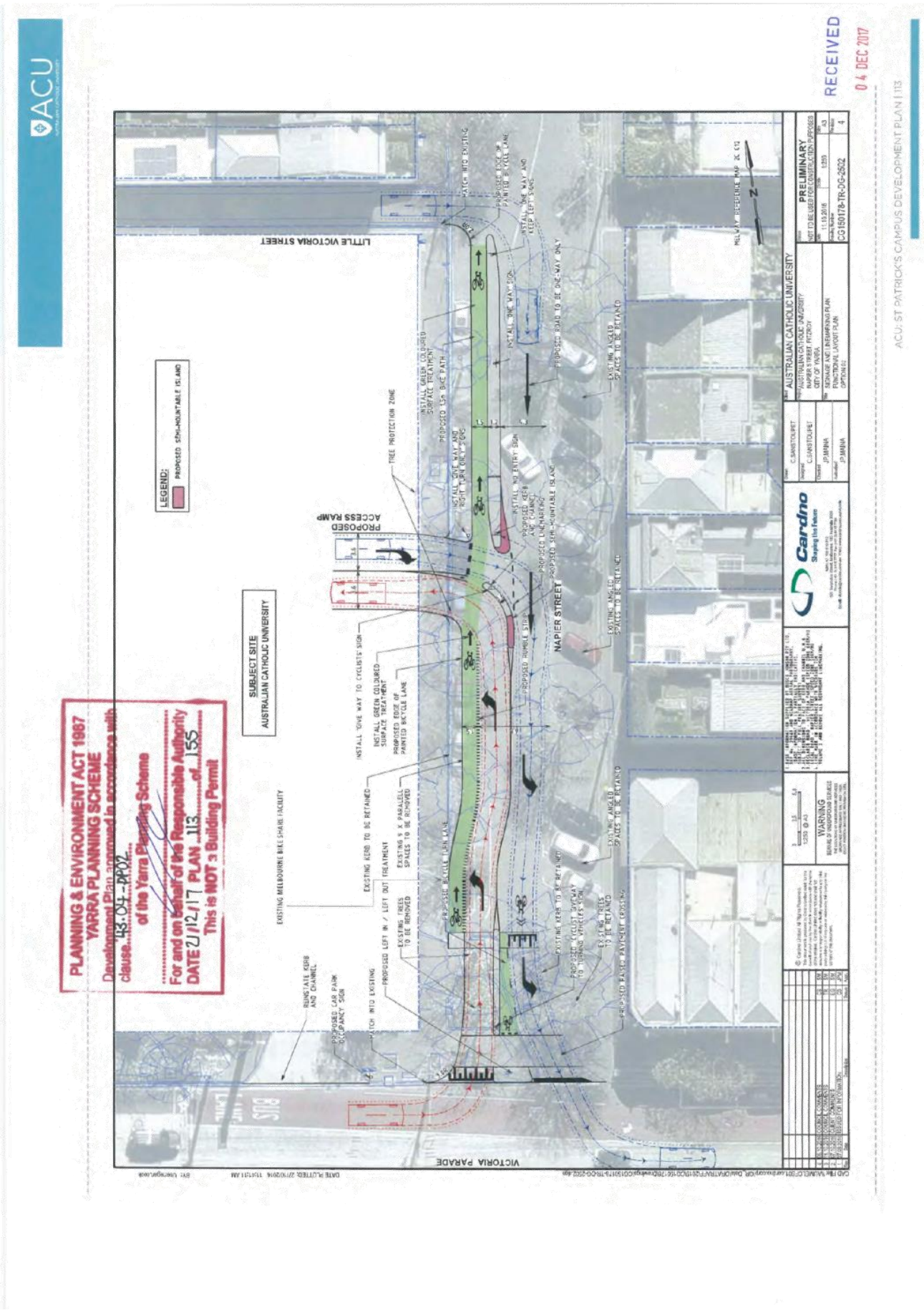
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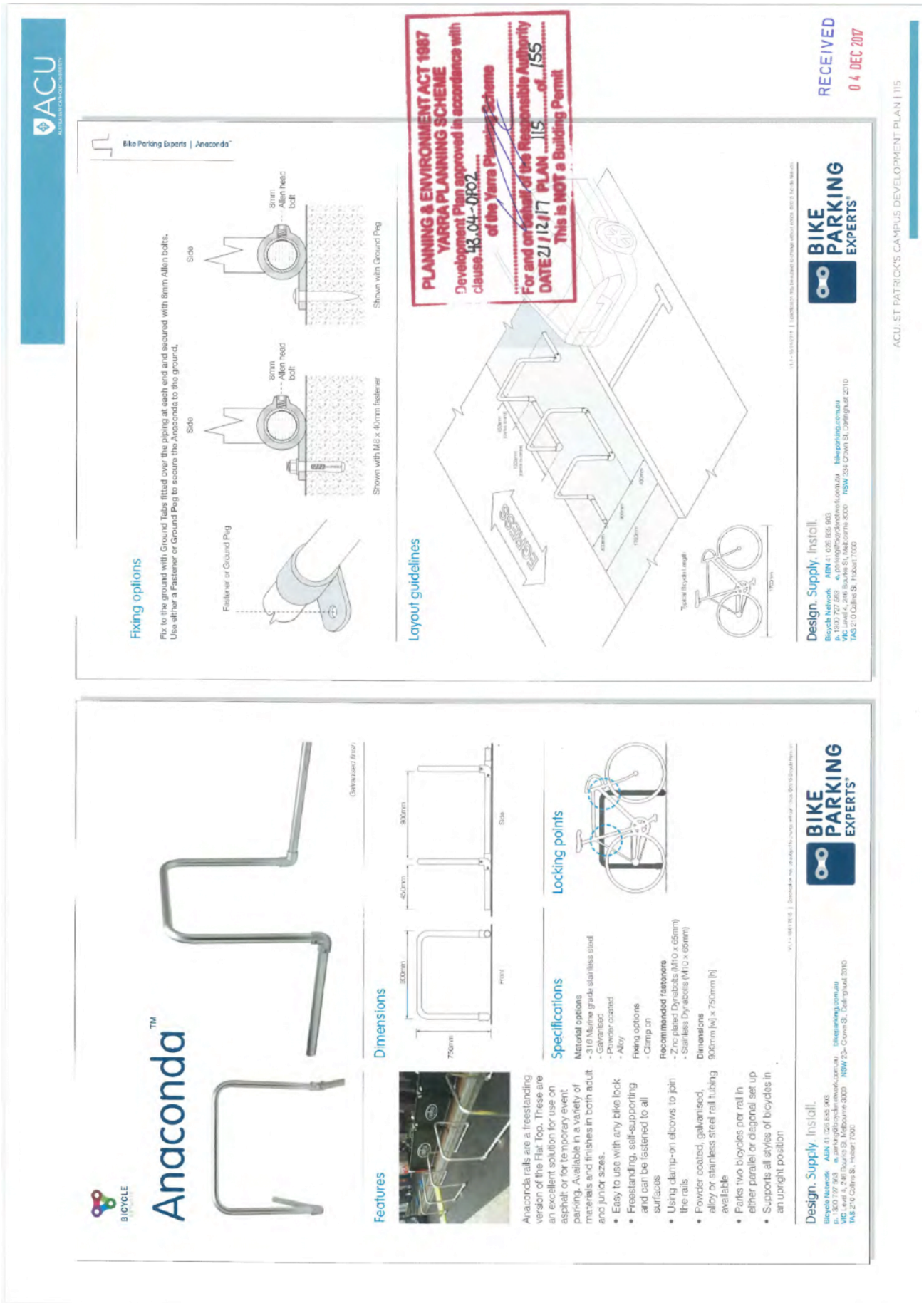


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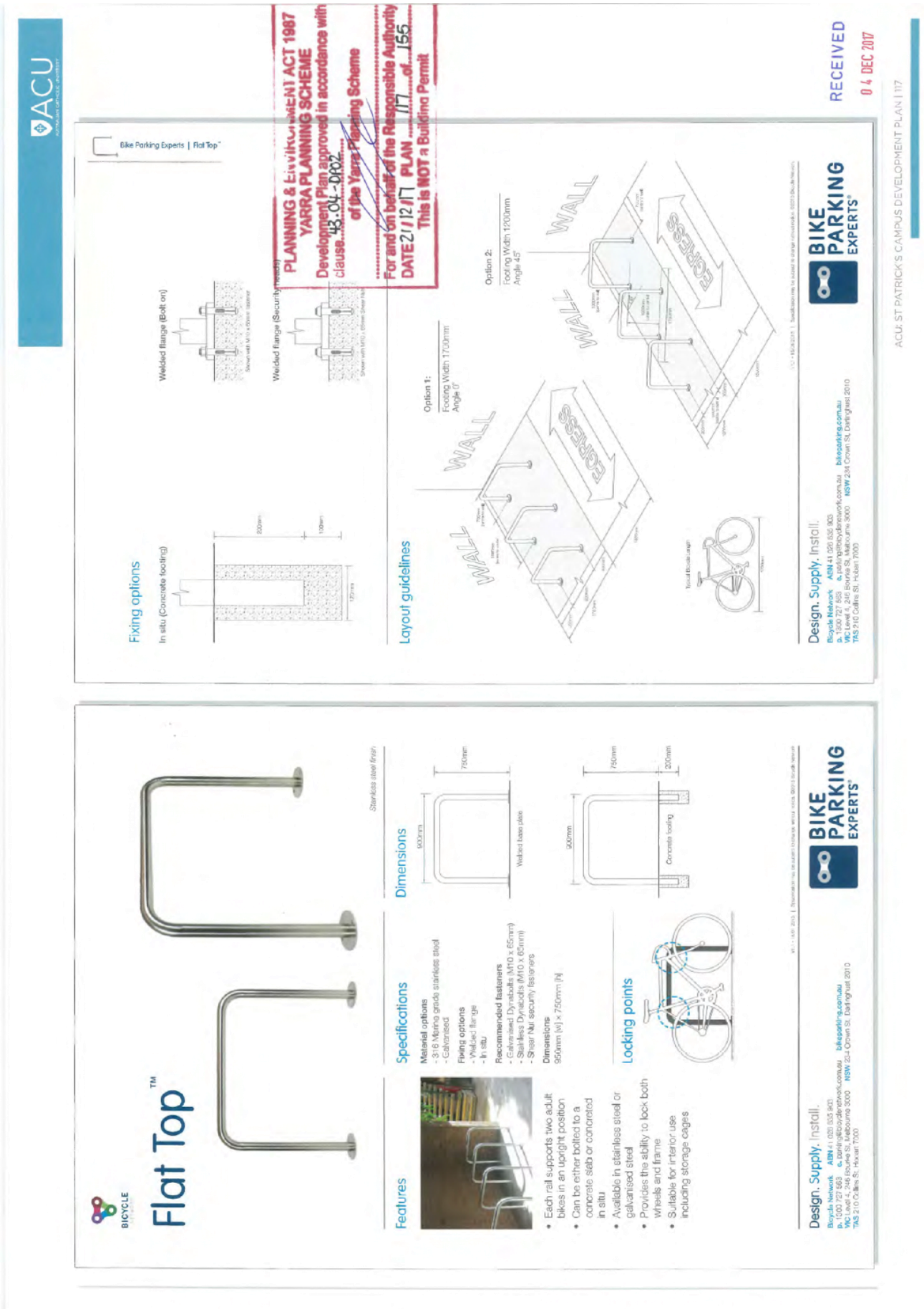
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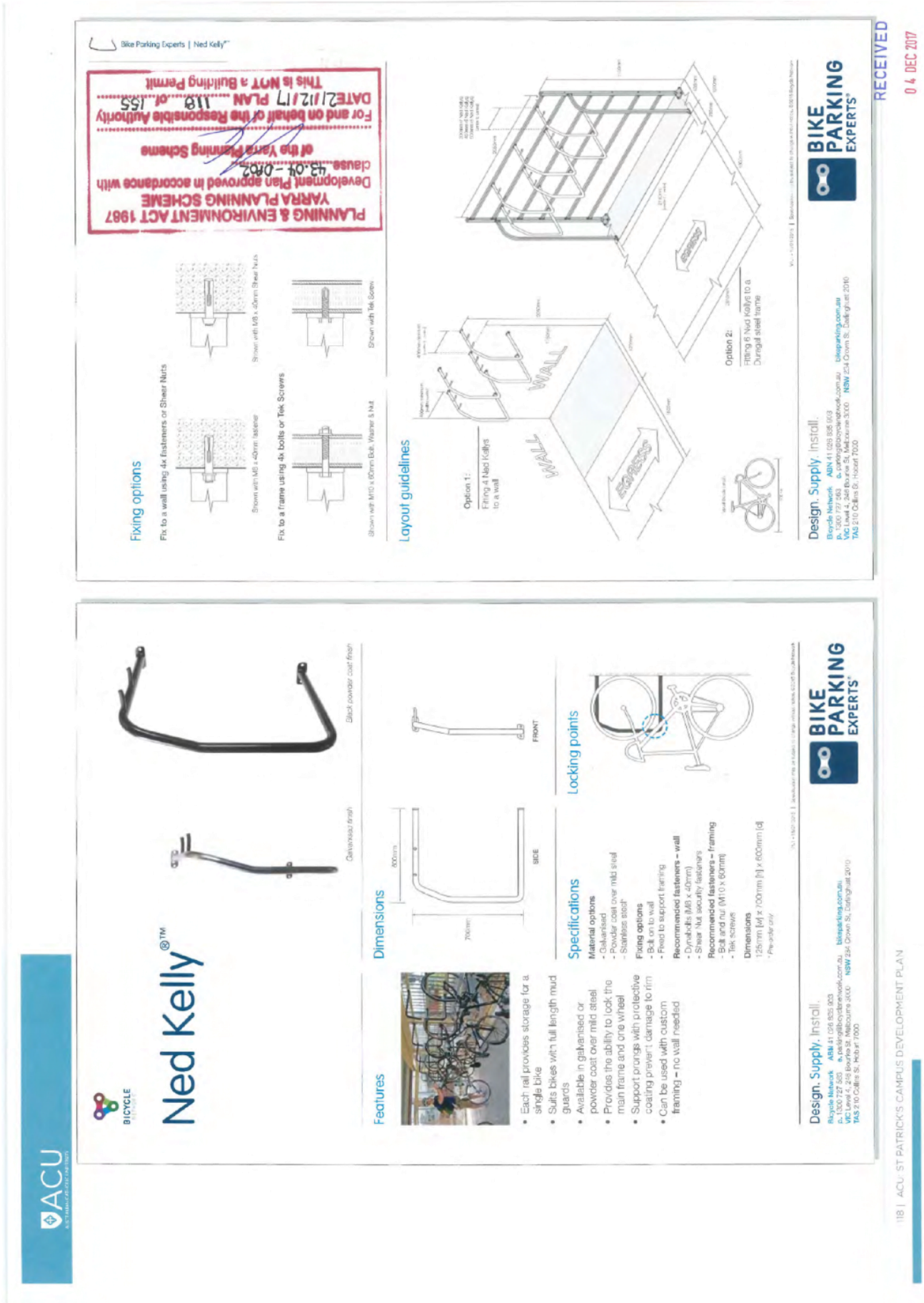


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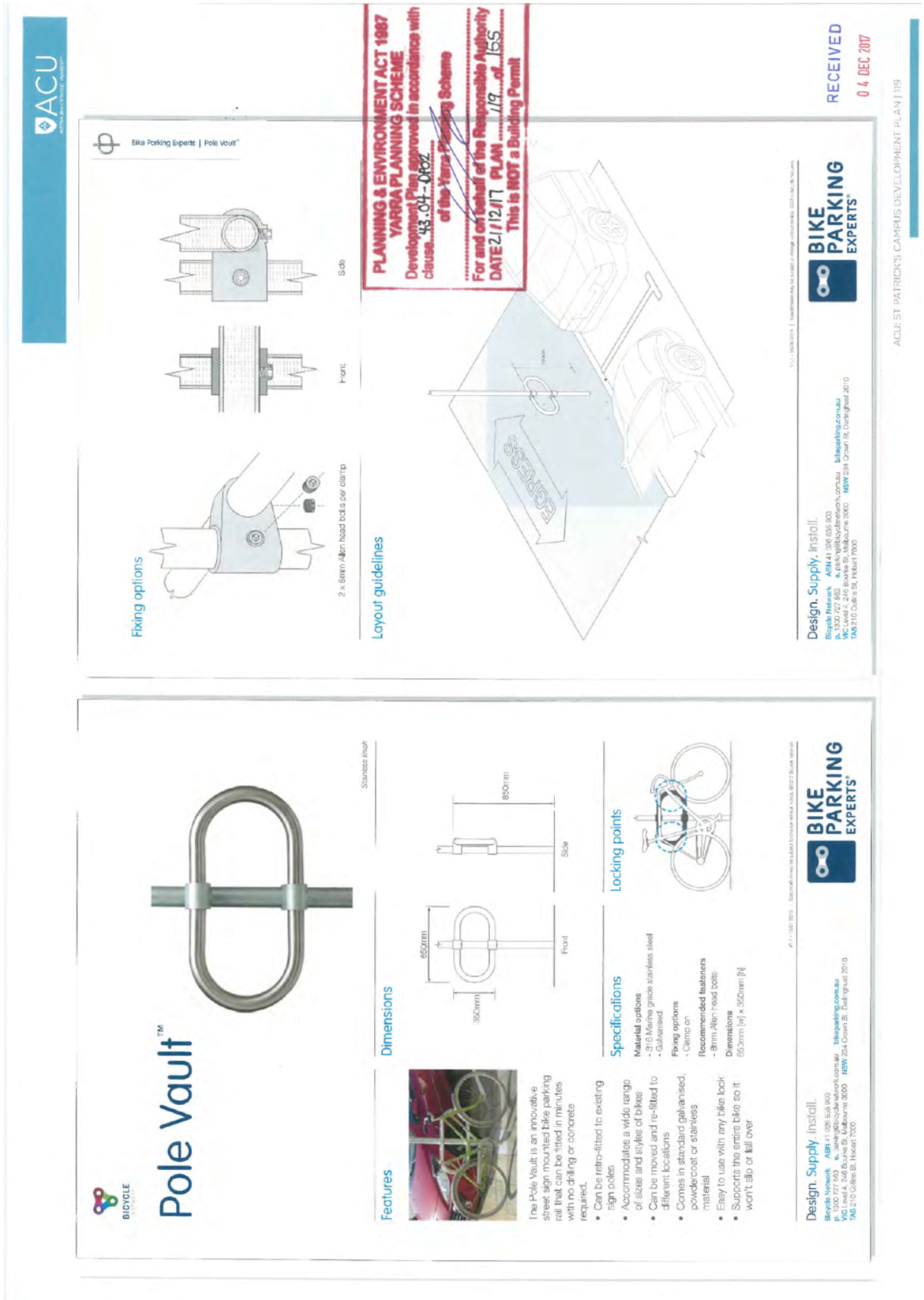
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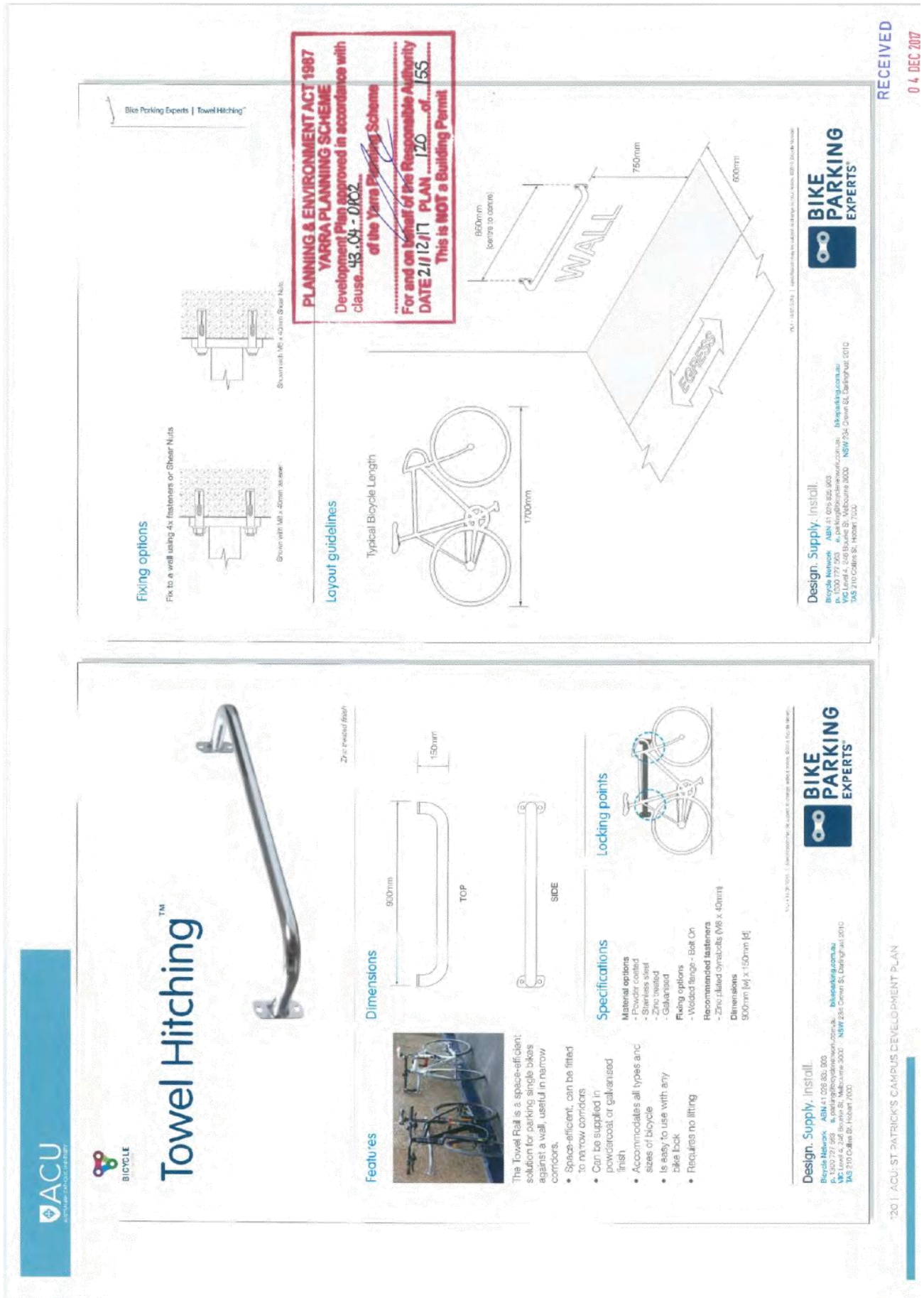
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Wind Microclimate Assessment

Mother Teresa Building - External comfort Study

Client: Australian Catholic University
ABN: 15050192660

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Reviewed by	David Jarratt

Revision History

Rev	Revision Date	Details	Authorised	
			Name/Position	Signature
0	19-Oct-2016	Issued for Inclusion to Development Plan	Russell Evans Technical Director	
1	30-Nov-2017	Updated to include outdoor activity court	Russell Evans Technical Director	

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Executive Summary

This report assesses the likelihood that wind-induced discomfort may be felt by patrons of various outdoor spaces around the proposed Mother Teresa building for the Australian Catholic University. The assessment draws on a large local meteorological data set adjusted for location and height.

Winds are assessed against the Lawson comfort criteria, which sets upper wind speeds for comfort during a range of typical activities — long-term sedentary (e.g. sitting at café tables), short-term sedentary (e.g. queuing, talking), slow movement (e.g. window shopping, strolling), and rapid movement (e.g. fast walking).

Based on hourly wind speed and direction data collected from the Melbourne Regional Office (located approximately 1km to the west of the site), predominant winds are west south westerly and north easterly throughout the year and during business hours, as well as outside of business hours. These two key wind directions have therefore been the focus of the analysis provided for this submission.

Seven locations within and around the site have been identified as being sensitive to wind speed. These are summarised in the table below, along with the desired wind comfort and activity category. Potential issues have been highlighted.

Table 1: Wind assessment summary and impacts

Location		Desired wind comfort and activity category	Potential wind microclimate impacts
1	Ground level outdoor seating around within the site boundary	Comfortable for pedestrians sitting or standing for longer periods of time	Channelling of winds along Victoria Parade – some local mitigation may be required.
2	Along Napier Street	Comfortable for pedestrians leisure walking	Unlikely to be significant impacts caused by the proposed building.
3	Along Victoria Parade	Comfortable for pedestrians leisure walking	Unlikely to be significant impacts caused by the proposed building.
4	Level 4 Terrace	Comfortable for pedestrians sitting or standing for shorter periods of time	Exposed to predominant winds – balustrades likely to provide sufficient protection.
5	Level 6 Terrace	Comfortable for pedestrians sitting or standing for shorter periods of time	Exposed to predominant winds – balustrades likely to provide some protection. Additional local mitigation may be required.
6	Along Young Street	Comfortable for pedestrians leisure walking	Unlikely to be significant impacts caused by the proposed building.
7	Along Little Victoria Street	Comfortable for pedestrians leisure walking	Unlikely to be significant impacts caused by the proposed building.
8	Outdoor Activity Court	Comfortable for pedestrians sitting or standing for shorter periods of time	Unlikely to be significant impacts caused by the proposed building.

Due to the relatively low wind speeds experienced in this area of Melbourne, there are unlikely to be any significant adverse impacts at Ground Level within or surrounding the site due to the construction of the proposed development. The staggered, non-uniform shape of the building envelope is likely to minimise wind acceleration, with horizontal shading further assisting in minimising potential issues.

A detailed computational analysis will be undertaken during the next design stage which will quantify expected wind speeds and compare these against the Lawson comfort criteria.

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1.0 Introduction

It is somewhat inevitable that, with the construction of a new development, the wind microclimate in the vicinity will be changed. Where new buildings are significantly different in size and form, orientation or height from those in the immediate vicinity, winds can be introduced which may cause discomfort to pedestrians. The design of a development should therefore consider the provision of a quality outdoor environment, which is appropriate for its designated use for the majority of the year. Due to the height and layout of the proposed building a number of potentially adverse wind effects may be experienced.

This study is an experience based qualitative review of the pedestrian level wind environment around the proposed Mother Teresa building. The assessment of wind conditions is based upon our experience with other similar schemes and our knowledge of the interaction of the wind with the built environment. The wind conditions around the proposed development in relation to planned pedestrian activities have been considered and an assessment of the potential impact that the proposed development may have on the surrounding area's wind microclimate is provided. Areas where wind is likely to be accelerated by geometrical features are highlighted and ways to mitigate these effects are recommended.

Local authority planning guidelines typically focus on user comfort and safety. Here, users are usually taken to be at ground level (or the main podium level etc.) of a particular space. They may be passing through on foot or bicycle; wandering slowly (e.g. talking); sitting or standing for a short period (e.g. at a bus stop) or for a long period (e.g. outdoor dining). Planning criteria focus on the frequency of high winds, which are known to be uncomfortable in various situations and for various durations of exposure.

Upper-level users of balconies etc. may also be effected by winds, but exposure is generally considered to be by choice and easily avoidable. In rare cases, outdoor dining or other regular outdoor activity may take place relatively high above ground level, in which case special assessments must be made.

As this is a desk based study, quantification of likely increases or decreases in wind speed cannot be given and only an indication of likely conditions that pedestrians will experience is presented here.

1.1 Purpose, basis and limitations of this report

The purpose of this report is to provide evidence as to the likelihood of wind-induced discomfort to ground-level users of the spaces around the building.

This report presents probabilistic estimates of the likelihood of events which may have comfort implications. These are based on historical wind data and measured against commonly available wind effects criteria using accepted estimation methods. Given these limitations, AECOM cannot guarantee with certainty that the development will not adversely impact upon safety and comfort in the public realm.

This report is based on drawings and other information supplied; a statistical analysis of data; published methodologies for wind assessment; and experience with assessing wind flows around buildings. The statistical analysis does not include an allowance for rare high-wind events such as severe storms. Also note that future wind patterns may not reflect past wind patterns. For example, changes in wind climate due to global warming are not accounted for. This report does not address structural aspects of wind phenomena.

All advice is provided with best intent and to the accuracy limits of the nature of the assessment undertaken.

2.0 Assessment criteria

2.1 Basis

Wind speed and gustiness are the primary measurable factors affecting people's comfort. Other factors such as air temperature and humidity, clothing, sun exposure, etc. are also significant, but these can often be addressed by a modification of effective wind speeds (Twidell, 2006).

Wind speed is understood to mean the average wind speed taken over a time of one hour or so. Gustiness refers to the rate of change of wind speed, usually identified with the turbulent intensity defined by ratio of the standard deviation of the mean wind speed to the mean itself. The important wind gusts are those lasting 2–3 seconds, being the time taken to perform a simple act such as a few walking steps, opening a door etc.

Gustiness is a difficult factor to assess on the urban micro-scale. Fortunately, the implied turbulent intensity may be related to the underlying means in order to recast gustiness criteria in terms of mean wind speed (Twidell, 2006), (Melbourne, 1978), (ASHRAE, 2001), (Blocken, 2004). Estimates of turbulent intensity in urban situations range from 15% to 30% (Twidell, 2006), implying that gust wind speeds are generally 1.5–2.0 times greater than mean wind speeds.

2.2 Comfort

In general, comfort criteria relate to both the thermal effects of wind on people, and the mechanical effects of wind on their activities.

The comfort criteria used in this study is the Lawson criteria (Lawson, 1978), based on the probability of exceeding certain mean wind speeds. The criteria are presented in Table 2. Wind conditions are unacceptable when the probability of the mean wind speed exceeding the given number is greater than 5%.

Table 2: The Lawson wind comfort criteria

Threshold wind speed (m/s)	Activity
4	Uncomfortable for pedestrians in the vicinity of entrance doors or sitting outside for long periods of time, such as outdoor cafes.
6	Uncomfortable for pedestrians standing or sitting for shorter periods of time, such as queuing or talking.
8	Uncomfortable for pedestrians 'leisure walking' e.g. strolling, window shopping and sightseeing.
10	Uncomfortable for pedestrians walking quickly e.g. walking to a destination, and cycling.

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3.0 The local wind climate

3.1 Meteorological data

The wind data was taken from the Bureau of Meteorology automatic weather station at Melbourne Regional Office (RO)[1], which is located on the corner of La Trobe Street and Victoria Parade, approximately 1km to the west of the proposed development.

The wind speed data was rescaled to account for the difference in land surface structure between the meteorological station and the development site, and the height difference between the anemometer and the level at which people are affected (assumed to be 1.5m above ground level). The rescaling was accomplished using a logarithmic-law approximation to a neutrally stable atmospheric boundary layer profile (Pasquill-Gifford Class D) (Oke, 2006) using the equation:

$$u_z = \frac{u_*}{\kappa} \ln \frac{z}{z_0}$$

In which u_z is the wind speed at height z (1.5m for pedestrian height), u_* is the friction velocity which is based on the reference wind speed from Melbourne RO, κ is von Karman's constant (≈ 0.4) ans z_0 is the roughness height (taken as 2m for this site to account for physical obstructions such as cars).

Wind speeds below 0.5 m/s are registered by the anemometer as zero (calm).

3.2 Summary statistics

The wind data was analysed to assess the likelihood of uncomfortable winds, without allowing for the presence of the development. Local wind effects due to the development will be discussed in the next section.

The analysis was carried out using:

- The entire data set, representing wind conditions 24 hours a day
- A subset restricted to the hours of 7am to 7pm (business hours) when outdoor areas would be most active

3.2.1 Wind speed

Calm conditions occur only rarely (5%) during business hours, slightly more frequently (8%) during winter. Wind speeds at pedestrian height are low compared to the comfort criteria (Figure 1 on the following page). Based on wind speeds experienced at the Melbourne RO, i.e. not taking in to account acceleration caused by the built environment local to the Mother Teresa building, wind speeds are likely to be comfortable for long term sedentary activities for the majority of the time.

Figure 1: Distribution of wind speeds by band (bars) and cumulatively (line).

[1] Station number 086071. The data consisted of hourly wind speed and direction, maximum gust speed, temperature and other variables from 30/9/1997 to 31/05/2009. After quality checks, there were a total of 94,026 suitable records.

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3.2.2 Wind direction

Figure 2 shows the frequency of winds from each direction (divided in to 10° increments) for all hours and seasons (top left), divided by season for all times of the day (top right) and divided by season during business hours (bottom). Within the CBD, there is very little variation in predominant winds between seasons, and during business hours and outside of business hours, with west south westerly winds occurring most frequently, closely followed by north easterly winds. Hence west south westerly and north easterly winds will be the focus of the assessment in section 4.0.

Figure 2: Distribution of wind heading for all times and seasons (top left), all times divided by season (top right), and by season during business hours (bottom).

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4.0 Comfort assessment

4.1 Wind-sensitive locations

Figure 3 and Figure 4 identify the locations that are potentially sensitive to wind flows, both within the site boundary, and the impact that the proposed building may have on adjacent streets. Each location is discussed in the following sections.

Figure 3: View from south east

1. Ground level outdoor seating area
2. Along Napier Street
3. Along Victoria Parade
4. Level 4 Terrace
5. Level 6 Terrace

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6. Along Young Street
7. Along Little Victoria Street
8. Outdoor Activity Court

Figure 4: View from north west

4.1.1 Ground level outdoor seating area

This area is required to be comfortable for pedestrians sitting or standing for longer periods of time.

West south westerly winds are likely to channel along Victoria Parade from the city. Buildings on the opposite side of Victoria Parade are likely to provide little shelter, however winds are unlikely to be excessive in speed. Local mitigation features may be required, and this will be confirmed during the detailed analysis that will be carried out during the next design stage.

The adjacent buildings across Napier Street are likely to provide some shelter from north easterly winds, with down wash on the eastern façade unlikely due to the staggered floor plate of the buildings and horizontal fins used for provide shade.

4.1.2 Along Napier Street

Conditions along Napier Street should be suitable for leisure walking as a minimum. The proposed building is unlikely to accelerate wind speeds above this threshold, and more detailed analysis will be undertaken during the next stage of design in order to confirm this.

4.1.3 Along Victoria Parade

Conditions along Victoria Parade should be suitable for leisure walking as a minimum. The proposed building is unlikely to accelerate wind speeds above this threshold, and more detailed analysis will be undertaken during the next stage of design in order to confirm this.

4.1.4 Level 4 Terrace

The Level 4 Terrace should be suitable for shorter periods of sitting or standing, however exposure is generally considered to be by choice and easily avoidable.

The terrace area is exposed to north easterly winds with no shelter provided by surrounding buildings are they are all considerably lower than this level. The balustrades (currently shown at around 1.6m high) will provide protection to users of this space, and an estimate of likely wind speeds will be provided in the detailed analysis in the next stage of design.

4.1.5 Level 6 Terrace

As with Level 4, the Level 6 Terrace should be suitable for shorter periods of sitting or standing, however exposure is generally considered to be by choice and easily avoidable.

This terrace is exposed to both west south westerly winds and north easterly winds, and so has the potential to experience elevated winds compared to the Level 4 Terrace, due to the depth of the terrace. Again, the balustrades (currently shown at 1.6m high) will provide protection to users, and further analysis will be provided in the next design stage.

4.1.6 Along Young Street

Conditions along Young Street should be suitable for leisure walking as a minimum. The proposed building is unlikely to accelerate wind speeds above this threshold, and more detailed analysis will be undertaken during the next stage of design in order to confirm this.

4.1.7 Along Little Victoria Street

Conditions along Little Victoria Street should be suitable for leisure walking as a minimum. The proposed building is unlikely to accelerate wind speeds above this threshold, and more detailed analysis will be undertaken during the next stage of design in order to confirm this.

4.1.8 Outdoor Activity Court

As some areas of the outdoor activity court contain seating, as with Level 4 and Level 6, the area should be suitable for shorter periods of sitting or standing, however exposure is generally considered to be by choice and easily avoidable.

Due to its height, the majority of the space is exposed to the wind speeds at the court height; approximately 4.4m/s. At this height, the wind does not experience 'tunnelling' and the balustrade around the court provides cover from the prevailing wind. Therefore wind speeds are not expected to exceed the comfort criteria for this area.

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Summary

4.2 Likelihood of discomfort

A high level desktop study of likely wind conditions around the proposed Mother Teresa building and surrounding streets has been undertaken. Due to the relatively low wind speeds experienced in this area of Melbourne, there are unlikely to be any significant adverse impacts at ground level within or surrounding the site due to the construction of this building. The staggered, non-uniform shape of the building envelope is likely to minimise wind acceleration, with horizontal shading further assisting in minimising potential issues.

The terraces on Levels 4 and 6 are relatively exposed to prevailing winds. Although the current balustrades will provide some protection, additional local mitigation measures may be required.

A detailed computational analysis will be undertaken during the next design stage which will quantify expected wind speeds and compared these against the Lawson comfort criteria.

4.3 Mitigation

No additional mitigation requirements are proposed at this stage, however smaller local features may need to be incorporated following the detailed analysis.

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Australian Catholic University Melbourne Campus Development
Wind Microclimate Assessment
Commercial-in-Confidence

5

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ARBORICULTURAL REPORT
ARBORICULTURAL IMPACT ASSESSMENT
AUSTRALIAN CATHOLIC UNIVERSITY
115B VICTORIA PARADE, FITZROY

PREPARED BY
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October 2016

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1 INTRODUCTION

1.1 Trees within and adjacent to the Australian Catholic University, 115B Victoria Parade, Fitzroy were assessed on the 15th September, 2016. Trees within the subject site as well as trees in adjacent road reserves (Young and Napier Streets, Victoria Parade) were assessed as part of the study.

2 DISCUSSION

2.1 32 trees or tree groups were assessed as part of this study:

- 10 trees or tree groups within the subject site have been assessed of medium retention value;
- 8 trees within the subject site have been assessed of low retention value;
- 14 trees have been assessed outside the subject site.

2.2 Of the ten trees assessed within the site of medium retention value, nine are semi-mature Pin Oaks within the car park in the east of the site. These are generally developing well within a highly urbanised environment. A pair of Bangalow Palms (Tree 1) are located adjacent to the north- west corner of the car park.

TABLE 1 Trees assessed of medium retention value

No	Species	Common Name
1	*Archontophoenix cunninghamiana*	Bangalow Palm
2	*Quercus palustris*	Pin Oak
3	*Quercus palustris*	Pin Oak
4	*Quercus palustris*	Pin Oak
5	*Quercus palustris*	Pin Oak
6	*Quercus palustris*	Pin Oak
10	*Quercus palustris*	Pin Oak
11	*Quercus palustris*	Pin Oak
12	*Quercus palustris*	Pin Oak
13	*Quercus palustris*	Pin Oak

2.3 The balance of trees assessed within the site are of low retention value, Silver Birch located to the periphery of the car park. The low retention value of these trees is a reflection of their overall condition and limited existing and potential amenity value.

TABLE 2 Trees assessed of low retention value

No	Species	Common Name
7	*Betula pendula*	Silver Birch
8	*Betula pendula*	Silver Birch
9	*Betula pendula*	Silver Birch
14	*Betula pendula*	Silver Birch
15	*Betula pendula*	Silver Birch
16	*Betula pendula*	Silver Birch
17	*Betula pendula*	Silver Birch
18	*Betula pendula*	Silver Birch

2.4 Trees assessed outside the site are street trees in the Napier Street, Young Street and Victoria Parade road reserves to the east, west and south respectively. Young Street is planted with developing Golden Robinia (Trees 19-25), their overall form reflecting the limited light between tall buildings in this section of Young Street. An older Locust (Tree 26) is located in the south west of the study area within Victoria Parade.

2.5 The west side of Napier Street is planted with a pair of semi-mature Pin Oaks (Trees 27 and 28) located in a roadside bed at the intersection of Victoria Parade, with a row of established Elms (Trees 29-32) planted in roadside cut-outs to the north of the intersection. The Elms are part of a larger avenue plantation that provide a high level of amenity to the streetscape.

TABLE 3 Trees assessed outside the site

No	Species	Common Name
19	*Robinia pseudoacacia 'Frisia'*	Golden Robinia
20	*Robinia pseudoacacia 'Frisia'*	Golden Robinia
21	*Robinia pseudoacacia 'Frisia'*	Golden Robinia
22	*Robinia pseudoacacia 'Frisia'*	Golden Robinia
23	*Robinia pseudoacacia 'Frisia'*	Golden Robinia
24	*Robinia pseudoacacia 'Frisia'*	Golden Robinia
25	*Robinia pseudoacacia 'Frisia'*	Golden Robinia
26	*Robinia pseudoacacia*	Locust
27	*Quercus palustris*	Pin Oak
28	*Quercus palustris*	Pin Oak
29	*Ulmus procera*	English Elm
30	*Ulmus procera*	English Elm
31	*Ulmus procera*	English Elm
32	*Ulmus procera*	English Elm

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3 IMPACT OF PROPOSED DEVELOPMENT

3.1 Development of the site is proposed, including construction of a new 13 level building over basement car park in the existing car parking area. A new vehicular access is proposed from Napier Street, with changes proposed to the road functional layout of Napier Street. The following drawings have been reviewed in the preparation of these notes:

Lyons Architects ACU Development Plan October 2016;

&

Signage and Linemarking Plan. Functional Layout Plan Option 02 CG150178-TR-DG-2502 Rev 3 11.10.2016
Australian Catholic University, Napier Street, Fitzroy. City Of Yarra
Prepared by Cardno

Site Trees

3.2 All trees assess within the site will require removal to facilitate development. None are considered to be of sufficiently high value to require redesign to ensure retention.

Trees Outside the Site

3.3 Two trees outside the site, a pair of Pin Oaks (Trees 27 and 28) at the south western end of Napier Street will require removal for the revised road functional layout.

3.4 The balance of trees to the west side of Napier Street outside the development area can be retained, subject to appropriate protection conforming to AS4970-2009 *Protection of Trees on Development Sites*. The only noted encroachments by works are for :

- The basement, <1% of the tree protection zone of Tree 29.
- The basement ramp crossover, <= 3% for Tree 30, <1% for Tree 31.

3.5 All are minor encroachments under the provisions of AS4970-2009.

3.6 The road functional layout has been developed so that new kerb and channel is limited to the crossover within the tree protection zones of trees to be retained, and traffic separation within TPZs can be accomplished with line-marking and surface texturing.

3.7 There may be the potential to provide permeability through removal of bituminous concrete to portions of the west side of Napier Street (currently sealed to the kerb) to improve growing conditions for existing trees.

3.8 A full survey of all trees is included below.

3.9 The location of each tree is shown in 7 Appendix 1 – Tree Location Plan.

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4 SITE PHOTOGRAPHS

Figure 1 From right, Trees 2, 3 and 4 in the car park.

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Figure 2 Tree 1, a pair of Bangalow Palms.

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5 RESULTS OF TREE SURVEY

Tree–1	*Archontophoenix cunninghamiana*, Bangalow Palm		
Origin: Australian native	**Type:** Evergreen Broadleaf		**Age:** Semi-mature
DBH (cm): 16	**Height:** 10m	**Width:** 5m	**TPZ:** 3.5m
Crown class: Symmetrical	**Health:** Fair-Good	**Structure:** Fair-Good	**SULE:** 20years
Amenity value: Medium	**Comments:** Can be transplanted		
Retention Value: Medium		**Reason:**	
Impact of Development: Remove			

Tree–2	*Quercus palustris*, Pin Oak		
Origin: Exotic	**Type:** Deciduous Broadleaf		**Age:** Semi-mature
DBH (cm): 35.5	**Height:** 13m	**Width:** 6m	**TPZ:** 4.3m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair-Good	**SULE:** 20years
Amenity value: Medium	**Comments:** Good developing specimen		
Retention Value: Medium		**Reason:**	
Impact of Development: Remove			

Tree–3	*Quercus palustris*, Pin Oak		
Origin: Exotic	**Type:** Deciduous Broadleaf		**Age:** Semi-mature
DBH (cm): 20.5	**Height:** 8m	**Width:** 5m	**TPZ:** 2.5m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair	**SULE:** 20years
Amenity value: Low	**Comments:**		
Retention Value: Medium		**Reason:**	
Impact of Development: Remove			

Tree–4	*Quercus palustris*, Pin Oak		
Origin: Exotic	**Type:** Deciduous Broadleaf		**Age:** Semi-mature
DBH (cm): 23	**Height:** 11m	**Width:** 6m	**TPZ:** 2.8m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair-Good	**SULE:** 20years
Amenity value: Medium	**Comments:** Slightly kinked trunk, otherwise good developing specimen		
Retention Value: Medium		**Reason:**	
Impact of Development: Remove			

Tree–5	*Quercus palustris*, Pin Oak		
Origin: Exotic	**Type:** Deciduous Broadleaf		**Age:** Semi-mature
DBH (cm): 30	**Height:** 12m	**Width:** 6m	**TPZ:** 3.6m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair	**SULE:** 20years
Amenity value: Medium	**Comments:**		
Retention Value: Medium		**Reason:**	
Impact of Development: Remove			

Tree–6	*Quercus palustris*, Pin Oak		
Origin: Exotic	**Type:** Deciduous Broadleaf		**Age:** Semi-mature
DBH (cm): 31.5	**Height:** 12m	**Width:** 7m	**TPZ:** 3.8m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair	**SULE:** 20years
Amenity value: Medium	**Comments:** Contorted trunk. Codominant pruned out.		
Retention Value: Medium		**Reason:**	
Impact of Development: Remove			

Tree–7	*Betula pendula*, Silver Birch		
Origin: Exotic	**Type:** Deciduous Broadleaf		**Age:** Semi-mature
DBH (cm): 17	**Height:** 6m	**Width:** 4m	**TPZ:** 2.0m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair	**SULE:** 10-20years
Amenity value: Low	**Comments:**		
Retention Value: Low		**Reason:**	
Impact of Development: Remove			

Tree–8	*Betula pendula*, Silver Birch		
Origin: Exotic	**Type:** Deciduous Broadleaf		**Age:** Semi-mature
DBH (cm): 25.5	**Height:** 10m	**Width:** 6m	**TPZ:** 3.1m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair	**SULE:** 10-20years
Amenity value: Medium	**Comments:** Narrow primary union		
Retention Value: Low		**Reason:**	
Impact of Development: Remove			

Tree–9	*Betula pendula*, Silver Birch		
Origin: Exotic	**Type:** Deciduous Broadleaf		**Age:** Semi-mature
DBH (cm): 18	**Height:** 9m	**Width:** 6m	**TPZ:** 2.2m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair-Poor	**SULE:** 0-10years
Amenity value: Low	**Comments:** Dead wood evident		
Retention Value: Low		**Reason:**	
Impact of Development: Remove			

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Tree–20 *Robinia pseudoacacia* 'Frisia', Golden Robinia

Origin: Exotic weed	Type: Deciduous Broadleaf		Age: Semi-mature
DBH (cm): 17.5	Height: 12m	Width: 6m	TPZ: 2.1m
Crown class: Symmetrical	Health: Dormant	Structure: Fair	SULE: 20years
Amenity value: Medium	Comments: Street tree		
Retention Value: Outside property		Reason:	
Impact of Development: Retain			

Tree–21 *Robinia pseudoacacia* 'Frisia', Golden Robinia

Origin: Exotic weed	Type: Deciduous Broadleaf		Age: Juvenile
DBH (cm): <15	Height: 2m	Width: 1m	TPZ: 2.0m
Crown class: Symmetrical	Health: Fair-Good	Structure: Fair-Good	SULE: 20years
Amenity value: Low	Comments: Newly planted Street tree		
Retention Value: Outside property		Reason:	
Impact of Development: Retain			

Tree–22 *Robinia pseudoacacia* 'Frisia', Golden Robinia

Origin: Exotic weed	Type: Deciduous Broadleaf		Age: Semi-mature
DBH (cm): <15	Height: 2m	Width: 1m	TPZ: 2.0m
Crown class: Symmetrical	Health: Dormant	Structure: Fair-Good	SULE: 20years
Amenity value: Low	Comments: Newly planted Street tree		
Retention Value: Outside property		Reason:	
Impact of Development: Retain			

Tree–23 *Robinia pseudoacacia* 'Frisia', Golden Robinia

Origin: Exotic weed	Type: Deciduous Broadleaf		Age: Semi-mature
DBH (cm): 13	Height: 12m	Width: 7m	TPZ: 2.0m
Crown class: Symmetrical	Health: Dormant	Structure: Fair	SULE: 20years
Amenity value: Low	Comments: Street tree		
Retention Value: Outside property		Reason:	
Impact of Development: Retain			

Tree–24 *Robinia pseudoacacia* 'Frisia', Golden Robinia

Origin: Exotic weed	Type: Deciduous Broadleaf		Age: Semi-mature
DBH (cm): 23	Height: 12m	Width: 7m	TPZ: 2.8m
Crown class: Symmetrical	Health: Dormant	Structure: Fair-Good	SULE: 20years
Amenity value: Medium	Comments: Street tree		
Retention Value: Outside property		Reason:	
Impact of Development: Retain			

Tree–25 *Robinia pseudoacacia* 'Frisia', Golden Robinia

Origin: Exotic weed	Type: Deciduous Broadleaf		Age: Semi-mature
DBH (cm): 30	Height: 12m	Width: 7m	TPZ: 3.6m
Crown class: Symmetrical	Health: Dormant	Structure: Fair	SULE: 0-10years
Amenity value: Medium	Comments: Basal trunk canker and trass. Street tree		
Retention Value: Outside property		Reason:	
Impact of Development: Retain			

Tree–26 *Robinia pseudoacacia* Locust

Origin: Exotic weed	Type: Deciduous Broadleaf		Age: Semi-mature
DBH (cm): 19.5	Height: 6m	Width: 5m	TPZ: 2.3m
Crown class: Symmetrical	Health: Fair	Structure: Fair	SULE: 10-20years
Amenity value: Medium	Comments: Fungal bodies on trunk. Street tree		
Retention Value: Outside property		Reason:	
Impact of Development: Retain			

Tree–27 *Quercus palustris*, Pin Oak

Origin: Exotic	Type: Deciduous Broadleaf		Age: Semi-mature
DBH (cm): 32	Height: 10m	Width: 9m	TPZ: 3.8m
Crown class: Symmetrical	Health: Dormant	Structure: Fair	SULE: 20years
Amenity value: Medium	Comments: Canyon pruned.		
Retention Value: Outside property		Reason:	
Impact of Development: Remove			

Tree–28 *Quercus palustris*, Pin Oak

Origin: Exotic	Type: Deciduous Broadleaf		Age: Semi-mature
DBH (cm): 34	Height: 13m	Width: 10m	TPZ: 4.1m
Crown class: Intermediate	Health: Dormant	Structure: Fair	SULE: 20years
Amenity value: Medium	Comments: Canyon pruned and asymmetric		
Retention Value: Outside property		Reason:	
Impact of Development: Remove			

Tree–29 *Ulmus procera*, English Elm

Origin: Exotic	Type: Deciduous Broadleaf		Age: Semi-mature
DBH (cm): 34	Height: 12m	Width: 10m	TPZ: 4.1m
Crown class: Symmetrical	Health: Dormant	Structure: Fair-Good	SULE: 20years
Amenity value: High	Comments: Basal wounding.		
Retention Value: Outside property		Reason:	
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Tree–30 *Ulmus procera*, English Elm

Origin: Exotic | Type: Deciduous Broadleaf | Age: Semi-mature
DBH (cm): 29 | Height: 12m | Width: 6m | TPZ: 3.5m
Crown class: Symmetrical | Health: Dormant | Structure: Fair | SULE: 10-20years
Amenity value: High | Comments: Large tear-out wound east side.
Retention Value: Outside property | Reason:
Impact of Development: Reta n

Tree–31 *Ulmus procera*, English Elm

Origin: Exotic | Type: Deciduous Broadleaf | Age: Semi-mature
DBH (cm): 36.6 | Height: 13m | Width: 7m | TPZ: 4.4m
Crown class: Symmetrical | Health: Dormant | Structure: Fair | SULE: 20years
Amenity value: Medium | Comments: Lost co-dominant. Trunk wounding.
Retention Value: Outside property | Reason:
Impact of Development: Retain

Tree–32 *Ulmus procera*, English Elm

Origin: Exotic | Type: Deciduous Broadleaf | Age: Semi-mature
DBH (cm): 33 | Height: 11m | Width: 7m | TPZ: 4.0m
Crown class: Symmetrical | Health: Dormant | Structure: Fair | SULE: 20years
Amenity value: High | Comments: Some trunk wounds
Retention Value: Outside property | Reason:
Impact of Development: Retain

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6 DESCRIPTORS

Tree Number: Refers to location of tree as per the plan at Appendix 1.

Botanical Name: Botanical name of species, based on nomenclature and spelling used by Spencer in *Horticultural Flora of South Eastern Australia* (vols 1-5). Where *Eucalyptus spp.* are not found in this source, nomenclature is based on *Euclid: Eucalypts of Australia* (2006). Eucalypt subspecies information is also based on this source.

While accurate tree identification is attempted, and uncertainties are indicated, some inaccuracies in tree identification may still be present – especially in certain, difficult to determine, genera (e.g. *Cotoneaster* and *Ulmus*) and with cultivars which can have similar characteristics.

Where a doubt as to exact species is indicated, the common name and origin are based on the listed species, and would change if the species were found to be incorrect.

From time to time taxonomists revise plant classification, and name changes are assigned. If it is known names have been revised post the publication of the relevant above listed source, the new nomenclature has been used.

Common Name: Common names are based primarily on names and spelling used by Spencer in *Horticultural Flora of South Eastern Australia* (vols 1-5). The source of common names is taken in the following order:

1. Single name supplied in *Horticultural Flora of South Eastern Australia*;
2. First in list of names supplied in *Horticultural Flora of South Eastern Australia*, unless another name in the list is deemed more appropriate;
3. As per name supplied in *Trees of Victoria and Adjoining Areas*;
4. Then by best known common name if not available in either source.

Common names are provided for thoroughness; the botanical name should be used when referring to the tree taxon.

Origin: **Exotic:** Tree origin is from outside the Australian mainland, Tasmania or near islands.

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Type:

Australian Native: Origin is from within the Australian mainland or near islands, but outside Victoria.

Victorian Native: Origin is from within Victoria but outside the Melbourne region. This includes trees whose native range extends beyond Victoria into other states.

Melbourne: Origin is from within Melbourne, as defined by plants listed in the *Flora of Melbourne*. This includes trees also found outside Melbourne, and those only within the area at the far extent of their range.

Locally indigenous: Tree's range includes the local area.

Weed: Trees known to show tendencies to weediness within Victoria Based on the City of Knox weed list, Department of Primary Industries (Victoria) weed list and past experience. Trees with the addition of '(nox.)' indicate a declared noxious weed; refer to the Department of Primary Industries website for further information.

Broadleaf: Tree is a dicotyledon flowering plant.
Conifer: Tree is a cone bearing non-flowering plant.
Palm: Tree is a monocotyledon Palm (that is *Arecaceae*).
Palm Like: Tree is a monocotyledon, but is not a palm (that is not *Arecaceae*).

Age:

Deciduous: Tree seasonally loses its leaves in Victoria.
Evergreen: Tree maintains its leaves throughout the year.
Semi-deciduous: Tree may or may not lose its leaves, or may only partially lose them.

Juvenile: Tree is actively growing and is still in its establishment phase. Tree currently makes little contribution to the amenity of the landscape. Trees of this age are possible candidates for relocation during development.

Semi-mature: Tree is still actively growing but has reached an age and size where it is starting to make a contribution to the landscape.

The size of the tree would still be expected to increase considerably given no significant changes to the current situation.

Mature: Tree growth has slowed, and the size of the tree would not be expected to increase considerably without significant changes to the current situation (e.g. vegetation removal). Tree is not exhibiting any major signs of health or structural weakness as a result of age.

Over mature: Tree is no longer actively putting out extension growth, and is starting to show decline in health or structural stability as a result of age.

Senescent: Tree is senescing. Trees in this category may not be especially large or old, but are reaching the end of their expected life, often indicated by extreme poor health.

Height: Estimate of the tree's height in metres

DBH: The tree's trunk Diameter at Breast Height (1.4m above ground) unless specified as having been taken lower. This can be either estimated or measured as specified in the report.

Stems of multi-stemmed trees may be listed individually, or a measurement given at a lower point where the tree still has one stem. In some cases, especially where trees are not considered worthy of retention or stems are too numerous the DBH may simply be listed as "multi-stemmed".

Health: The tree's health is rated as **Good**, **Fair** and **Poor** as listed below. Tree ratings of **Fair-Good** and **Fair-Poor** indicate that the tree falls between the two categories. Dead trees are not given a rating, but are listed as **Dead**.

Ratings generally meet the following descriptions:

Good: *Tree is showing no obvious signs of poor health or stress* with a dense canopy that is free of dieback. Rot or pathogens are not obvious or are not considered to be a threat to the tree. Growth rates are acceptable.

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Australian Catholic University, 1158 Victoria Parade Fitzroy
ARBORICULTURAL REPORT
ARBORICULTURAL IMPACT ASSESSMENT
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Fair: *Tree is showing signs of reduced health or stress.* This is apparent through moderate foliage density, minor dieback, moderate stress response growth, minor to moderate rot, moderate pathogen infestation, stunted growth or a combination of the above symptoms.

Poor: *Tree is showing signs of poor health and/or severe stress.* This is apparent through either low foliage density, moderate to large-scale dieback, severe stress response growth, severe rot, severe pathogen infestation, failure of wounds to heal, overall tree decline or a combination of the above symptoms.

Note on Deciduous Species: Assessment of deciduous species can be problematic and results may vary depending on the time of year of assessment. Descriptor comments in relation to foliage density do not apply to deciduous trees assessed when dormant or entering or exiting comancy. Time of leaf drop or bud burst and extent of bud swell may be considered in the health rating of these trees.

The ratings indicate that certain characteristics listed have, or have not been observed. Inspections do not assess the whole tree in detail for each characteristic. The comments category should be referred to for further information.

Structure: The tree's structure is rated as **Good, Fair** and **Poor**. Tree ratings of **Fair-Good** and **Fair-Poor** indicate that the tree falls between the two categories.

As a general rule, the structure rating is based on the tree's likelihood of failure. However, it must be noted that this is not a full hazard or failure assessment of the tree.

Good: Tree has no obvious structural defects and is therefore not considered likely to fail.

Fair: Tree has at least one obvious structural defect, but this is considered to be manageable and of only moderate failure risk or the piece likely to fail may be small. Structural defects that may contribute to a fair rating are as follows:

- Poor branch attachment (including deadwood and large epicormics);
- Bifurcated, but with a join that is considered to be solid;
- Moderate trunk lean but without other defects;
- Minor damage to the trunk base;
- Rot or other damage starting to compromise the structure;
- History of shedding minor branches.

Poor: Tree has at least one structural defect that is severe and considered to have a relatively high risk of failure. If targets are present then defect(s) require treatment, or alternatively the tree should be removed. In some cases removal may be the only option for these trees. Structural defects that may contribute to a poor rating are as follows:

- Poor branch attachment (including deadwood and large epicormics);
- Bifurcated with swelling and/or included bark;
- Severe trunk lean associated with other defects such as injury in the plane of lean of root plate lift;
- Major damage to the trunk base or root system;
- Rot or other damage severely compromising the structure;
- History of shedding large branches.

The ratings indicate that certain characteristics listed have, or have not been observed. Inspections do not assess the whole tree in intense detail for each characteristic. The comments category should be referred to for further information.

Crown class:

Symmetrical: For the most part canopy received light from all four sides and has to potential for even foliage distribution. Canopy may or may not be symmetrical, but is not suppressed.

Asymmetrical: Canopy is shaded or suppressed with one or more sides and dominant when compared to the remainder of the tree. Also includes crowns damaged by previous shading.

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Australian Catholic University, 1158 Victoria Parade Fitzroy
ARBORICULTURAL REPORT
ARBORICULTURAL IMPACT ASSESSMENT
October 2016

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Intermediate: Canopy is only receiving light from top, and while shape may be even the upper portions of the canopy dominate over the lower.

Suppressed: Canopy is completely shaded by surrounding vegetation, buildings etc.

Regrowth: Canopy comprised of regrowth. This can be from the base, but also includes branches covered with small, stress related epicormics.

Trained: Canopy has been specifically trained. This may include trees that are pollarded, coppiced or espaliered.

Trees may exhibit a combination of the characteristics above (e.g. a symmetrical canopy of basal regrowth), or may fall between two categories. The characteristic listed is considered to be the best fit at the time.

Amenity value:

Very Low: Tree makes little or no contribution to the amenity value of the site or surrounding area. In some cases the tree may be detrimental to the area's amenity value (e.g. unsightly, risk of weed spread).

Low: Tree makes some contribution to the amenity value of the site, but makes no contribution to the amenity value of the surrounding area. Removal of the tree would result in little loss of amenity. Juvenile trees (including street trees) are generally included in this category, however they may have the potential to supply increased amenity in the future.

Medium: Tree makes a moderate contribution to the amenity of the site and/or may contribute to the amenity of the surrounding area.

High: Tree makes a significant contribution to the amenity value of the site, or tree makes a moderate to significant contribution to the amenity vale of the larger landscape.

The amenity value rating considers the impact the tree has on any neighbouring sites as being of equal importance to that supplied to the subject site. However, trees that contribute to the amenity of the general area (e.g. streetscape) are given greater weight.

Comments: Any additional comments in relation to the above categories.

SULE: The Safe, Useful, Life Expectancy of the tree from a health, structure, amenity and weediness viewpoint given no significant changes to the current situation. This category is difficult to determine, and should be taken as an estimate only, in addition to this, factors not observed at the time of inspection can lead to tree decline.

0: Tree is a hazard or a weed and should be removed immediately.

0-10: Estimated SULE of less than 10 years.

10-20: Estimated SULE of 10 to 20 years.

20: Estimated SULE of 20 years or greater.

Recommendation:

Remove: Tree is either not worthy of retention or requires removal (e.g. weed species).

Retain or Remove: Tree does not require removal, but is of low retention value.

Retain if practical: Tree has a moderate retention value and should be retained if possible during any development of the site.

Notes:

Dead: Tree is dead and should therefore be removed.

Good condition: Tree is worthy of retention based on its condition. Trees may still have some structural or health problems, but are generally worth retaining.

Good development potential: Tree is of a small size, but is considered to have a high potential to develop well. Retention of these trees should be considered as they should develop more quickly than new plantings.

Hazardous: Tree should be removed as it is hazardous.

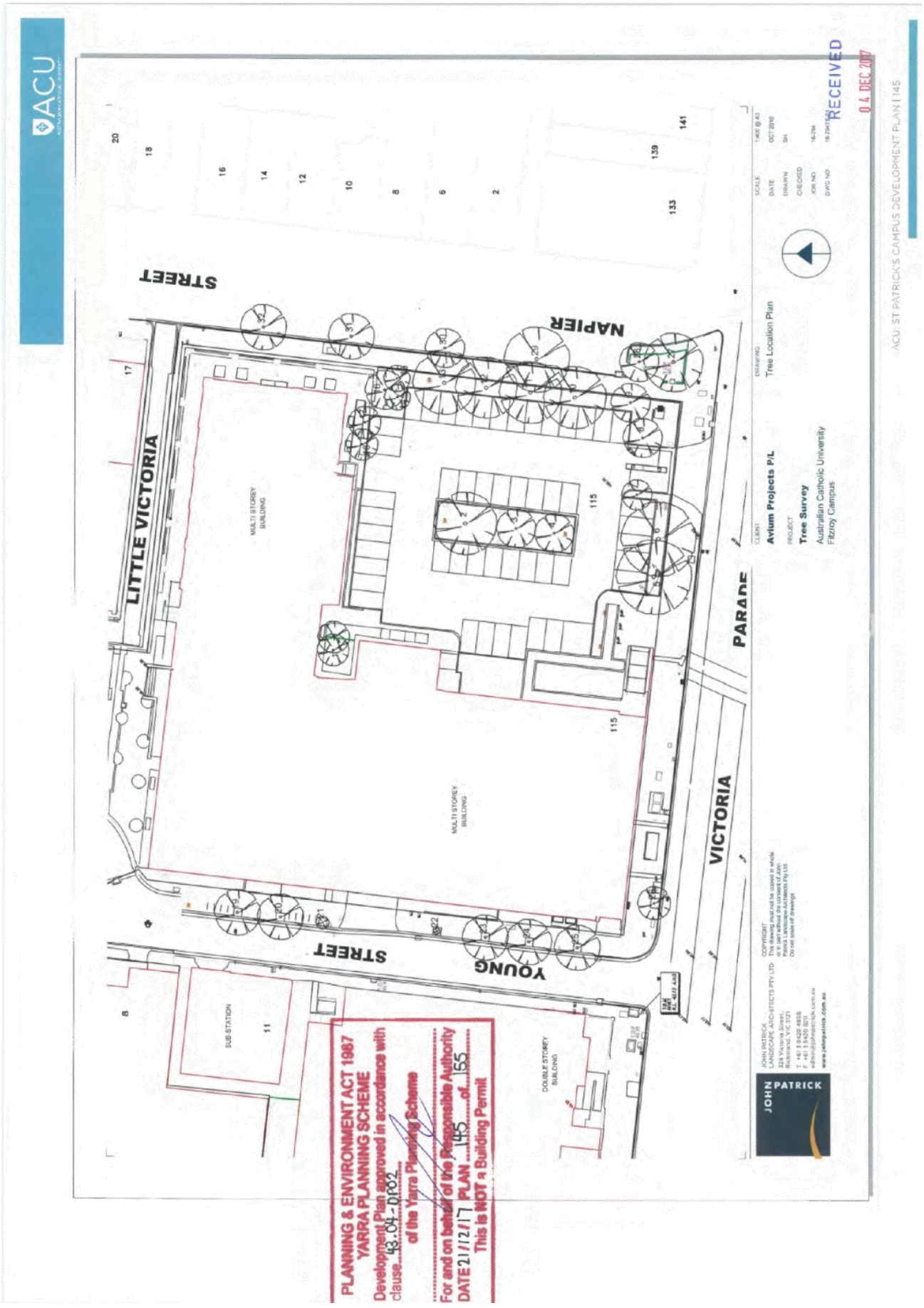
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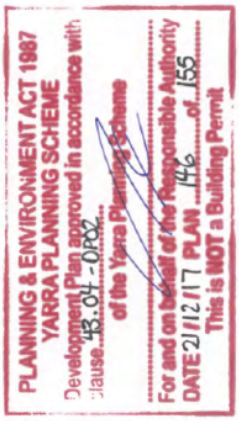
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ACU

Final Melbourne Green Travel Plan Dec 2017

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MELBOURNE CAMPUS
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Introduction

The Melbourne Campus of Australian Catholic University (ACU) over the past decade has experienced high demand for its tertiary education student placements and by 2020 the campus will need to grow to accommodate 12,900 students and 1,200 staff, with further growth anticipated to 2025.

To meet that demand, ACU plans to develop its Melbourne Campus substantially within boundaries of the Development Plan in the period from the present to 2025, and this Green Travel Plan responds to the opportunity those plans present to ensure that staff, students and visitors to the campus can choose to commute to campus using one or more of its public-transport, cycling, pedestrian and vehicle transport links, with an emphasis on modes other than single-occupancy vehicle travel.

The additional 160 bicycle lock-up points will be provided within the Development Plan area, and will supplement the existing 214 bike lock up points already in place on the Melbourne Campus. The maximum of 270 below-ground car-parking spaces (including 3 accessible spaces), will replace 300 existing car parking spaces within the Development Plan area, consisting of the fifty above-ground car-parks located at 115b Victoria Parade and the 250 car parking spaces in the multi-storey Young Street car park, which ACU will demolish and replace with a building and outdoor open space that serves as a campus hub, with arts and sporting functions.

Background

ACU is committed to increasing the sustainability of its operations. It has one of the smallest environmental footprints of any Australian University and is committed to an extensive program of outreach to communities in need, both local and global. The Melbourne Campus has one of Australia's first 6-Star Green Star Education buildings. Similarly, students and staff at the Melbourne Campus are closely involved in partnerships to support local and overseas communities, including courses of University study designed specifically for people experiencing multiple disadvantage and social isolation, homework support programs and public health programs in Timor Leste and Cambodia.

Meanwhile, the growth of the Melbourne Campus has increased student, staff and visitor demand for access to the campus, increasing transport-related impacts that ACU naturally seeks to limit or minimise.

Those impacts include the additional greenhouse and other harmful emissions associated with vehicle commuting to the Campus; the demand for parking space on a site with limited capacity to accommodate above-ground parking; and the challenge to maintain amenity of the campus and its immediate surrounds for the benefit of the University's students and staff and also its neighbours.

Equally, the campus's transport challenges present an opportunity for ACU to demonstrate its commitments not only to operational sustainability but also to the local community and to the health and wellbeing of its students and staff.

Existing Transport Policy Context

Summary of key policy directions

Local and State and ACU's own transport policies describe several themes important to ACU's transport management. Those themes are described below:

Safety: ACU's concern for the safety of its students, staff and visitors is paramount; safe access to and from campus, including through a reduction of vehicle traffic on campus, is a key way to achieve that.

Health and wellbeing: research has established that active transport (walking and cycling) benefits physical and mental health

Choice and accessibility: some transport modes are not equally available to all members of the community, nor are all modes desirable for everyone, so it is essential that ACU ensures that staff, students and visitors can access its campuses using a range of transport modes

Environmental impacts: vehicles are a source of many environmental pollutants, including greenhouse gases, particulates and volatile organic compounds, and a reduction in their use anywhere delivers not only a local but also a global benefit.

Amenity: sustainable transport options such as public and active transport can improve the amenity of spaces close to campuses, providing benefits to the campus and to its neighbours

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Existing Policy Framework

The key policies relevant to ACU's transport management are tabulated below:

	Policy	Purpose of the strategy or policy
ACU	Green Travel Policy	Increase mode-share of all transport modes other than single-occupant cars
	Parking Policy	To provide a consistent and equitable approach to car parking for staff, students and visitors at all ACU campuses
	Sustainability Policy	To increase the sustainability of ACU by reducing its environmental impacts and promoting social equity
	Sustainability Framework	To place and to account for the full range of actions that ACU takes to increase its sustainability
City of Yarra	Yarra Environment Strategy – pathway 3	To develop a secure, affordable and liveable City Infrastructure and lifestyles for the Yarra Community, with specific objectives such as sustainable transport and communities resilient to climate change
	Proposed Council Plan 2017-2021	(Objective 6) (to provide a city in which) connectivity and travel options are environmentally sustainable, integrated and well-designed: - Improve the city's sustainable transport capacity to accommodate its projected 33% population growth by 2031; - To encourage public transport, walking or cycling as the first choice of transport for all ages for short to medium trips (<5km) - Advocacy to State and Federal governments to improve their transport policies with the objective of reducing congestion on the City of Yarra's roads - To balance the need for road space, including parking, for all road users
Victorian Government	Cycling into the Future	To support and encourage cycling as an important transport mode for improving the following challenges: - reducing physical inactivity among Victorians - improving mobility within and between communities - vehicle congestion on roads - reduced air pollution
	Principal Pedestrian Network development	Victorian Department for Economic Development, Jobs, Transport and Resources guidelines to assist local councils develop principal pedestrian networks (PPNs).
	Plan Melbourne	A policy that will guide the growth of Melbourne from 2017 until 2050. It sets the strategy for supporting jobs, housing and transport, and identifies St Patrick's Campus as a place of State significance for health and education purposes.

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Transport conditions

Bicycle infrastructure

Bicycle routes

The ACU Melbourne Campus is served by several significant cycling routes that connect the campus to the Principal Bicycle Network, the set of arterial cycling routes in metropolitan Melbourne.

Figure 1 - The ACU Campus within the bicycle routes of the Principle Bike Network

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On-campus bicycle facilities

ACU Melbourne Campus has 214 bike lock-up points at present, and the Development Plan will provide an additional 160 for a total of 374 within the boundaries of the Campus.

The existing bicycle parking points are located in the following locations:

Location	Number of bike lock-up points
St Mary of the Cross Square	22
Ground floor, The Daniel Mannix Building	81
Graduate's Walk	54
Christ & Mercy Lecture Theatre, Young St West	14
Mary Glowrey Bld, Young St East	18
Multi-Storey Carpark, Young & Little Victoria St	25

The Campus also has extensive end-of-trip facilities, including 186 lockers and 16 male showers and 20 female showers available to students and staff. These are located in the following locations:

Location	Male Lockers	Male Showers	Female Lockers	Female Showers
Basement, The Daniel Mannix Building	57	6	57	6
Basement, Mary Glowrey Building	36	10	36	14

Additional end of trip facilities will be considered for new buildings within the Development Plan at the Planning Permit stage.

Pedestrian infrastructure

The pedestrian infrastructure surrounding the ACU Melbourne Campus is excellent, with well-maintained footpaths available on all roads and streets in the vicinity of the campus.

The Campus is linked to the following major pedestrian routes:

1. Victoria Parade
2. Brunswick Street
3. Smith Street
4. Gertrude Street
5. Landsdowne Street

Signalised pedestrian crossings to the Melbourne Campus are located at the following sites:

1. The intersection of Victoria Parade and Brunswick Street, 160m west of the main entrance to the Mary Glowrey Building at 115 Victoria Parade;
2. The intersection of Victoria Parade and Landsdowne Street, 10m south of the main entrance to the Mary Glowrey Building.

Both sets of pedestrian crossings link the Melbourne Campus with key tram stops and Parliament Station, which is 750m to the south-west.

Additional pedestrian access to the campus is available from Young Street; from the eastern side of Brunswick Street; from Little Victoria Street; and from Napier Street.

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Public transport infrastructure

The Melbourne Campus and its vicinity is serviced by nearly 20 bus routes, five tram routes, and a City Loop train station. These are described in the tables below.

Buses

Route	Route	Nearest stop from campus
302	City - Box Hill via Belmore Rd & Eastern Fwy	Cnr Young St & Victoria Pde
303	City - Ringwood Nth via Park Rd	Cnr Young St & Victoria Pde
304	City - Doncaster SC via Belmore Rd & Eastern Fwy	Cnr Young St & Victoria Pde
305	City – The Pines SC via Eastern Fwy	Cnr Young St & Victoria Pde
309	City – Donvale via Reynolds Rd	Cnr Young St & Victoria Pde
318	City – Deep Creek	Cnr Young St & Victoria Pde
350	City – La Trobe University via Eastern Fwy	Cnr Young St & Victoria Pde
402	Footscray – East Melb via Nth Melb	Cnr Victoria Pde & Nicholson St
684	Eltdon – Melb via Lilydale Station	Cnr Victoria Pde & Nicholson St
905	City – The Pines SC via Eastern Fwy Templestowe	Cnr Victoria Pde & Nicholson St
906	City - Warrandyte via The Pines SC	Cnr Victoria Pde & Nicholson St
907	City – Mitcham via Doncaster Rd	Cnr Victoria Pde & Nicholson St
908	City – The Pines SC via Eastern Fwy	Cnr Victoria Pde & Nicholson St

Trams

Route	Route	Nearest stop from campus
11	West Preston – Victoria Harbour Docklands	St Vincent's Plaza
12	Victoria Gardens – St Kilda	St Vincent's Plaza
30	St Vincent's Plaza – Docklands via La Trobe St	St Vincent's Plaza
86	Bundoora RMIT – Waterfront City, Docklands	Cnr Gertrude Street & Napier St
96	East Brunswick – St Kilda Beach	Cnr Victoria Pde & Nicholson St
109	Box Hill – Port Melbourne	St Vincent's Plaza

Train

The Nicholson Street entrance to Parliament Station is situated 750m from the Mary Glowrey Building at 115 Victoria Parade (an approximately 10 minute walk). Parliament station provides access to all Metropolitan train services

Development Plan Area Car and Bicycle Parking

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Car Parking

The Development Plan area will provide up to a maximum of 270 car parks, including up to 15 car parks fitted for electric-vehicle recharging

Bicycle parking

The Development Plan area will include 160 additional bike lock-up points, which provides:

- Approximately one secure bike park to every 12 equivalent full-time students enrolled at the campus, or
- One secure bike park for every nine equivalent full-time students at 75% occupancy.

These 160 bike lock-up points add to the Melbourne Campus's existing 214 secure bike parks providing for the whole campus:

- Approximately one secure bike park to every 20 equivalent full-time students enrolled at the campus, or
- One secure bike park to every 14 equivalent full-time students at 75% occupancy.

Green Travel Plan Objectives

The primary objective of this plan is to reduce the number of trips to and from campus by vehicles with just one occupant.

The supporting objectives are as follows:

1. To increase the number of journeys to and from campus by walking, cycling and public transport
2. To improve the quantity and quality of on-campus end-of-trip facilities necessary to support those who choose active transport modes
3. To provide incentives for walking, cycling and public transport to ACU Melbourne
4. To communicate the benefits of walking, cycling and public transport travel modes to students, staff and visitors to campus
5. To provide accurate and comprehensive information to enable students, staff and visitors to choose active transport modes to commute to and from the campus

The Melbourne Campus is sited within a dense network of public transport, cycling and pedestrian routes and this plan aims to increase the already large number of students and staff who use these routes.

ACU will take a range of actions in order to provide incentives so that:

a. Those staff and students who already prefer these routes continue to do so;
b. Those staff who ride-share continue to do so, or increase their use of active and public transport; and
c. All other staff and students are supported with information, advice and facilities that support a decision to commute other than as the sole occupant of a vehicle

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Green Travel Actions

Incentivise walking, cycling, public transport

1. Continue to increase the quantity and quality of end of trip facilities on campus
2. Ensure the design of the campus and its buildings supports simple, safe and sign-posted access to and from cycling routes
3. Survey staff to identify demand for novated leasing of electric bicycles
4. Install a second bike-repair station on campus consisting of a repair stand; puncture repair equipment; tyre pump and spare lights
5. Conduct a review of nearby bike routes and foot-paths for serviceability and safety and liaise with the City of Yarra on findings
6. Identify a local bicycle shop to supply discounted goods and services to ACU students and staff
7. Establish a bike-buddy scheme to support new cyclists to adopt cycling
8. Maintain support for the Campus's staff Commuter Club, a payroll deduction program for the purchase of Myki tickets
9. Promote and encourage the use of the Melbourne Bike Share within the University, including consideration of signage directing students and staff to the Melbourne Bike Share pod to e located on Victoria Parade.

Increase student and staff awareness of alternative transport choices

Implement a dedicated active travel communications program, to be delivered through a range of communication channels to students and staff, including events such as Ride to Work Day.

See appendix A for the communication program for this plan.

Incentivise and enable ride-sharing

Initiate a ride-sharing program using an online platform and associated promotional and enabling events, such as post-code morning teas for staff and parking incentives.

Management, measurement and reporting

Management

The Director of Properties and Facilities is responsible for the implementation of this Green Travel Plan.

Measurement

ACU will measure the following in order to effectively manage its green travel program:

1. The number of staff who access the Commuter Club
2. Attendance at travel promotional events such as Ride-to-Work or Ride-to-University Day
3. Participation in the bike-buddy program
4. Unique visits to travel webpages on staff and student web-portals
5. Transport mode share surveys (see appendix B for details of the mode share survey methodology)

Reporting

ACU will prepare reports of data collected for this Green Travel Plan and present that report to Campus Board.

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Communication channels and content

The Green Travel communication program will use the communication channels listed below to connect to its key audiences. The appendices to this plan provide details on how the program will use each of those channels.

	Channels	Communication products	Publication or event date
Digital	Staff intranet	Sustainability information, including an ACU Guide to Green Commuting	Published; reviewed frequently for currency.
		Travel information relevant to each campus, including links to Transport Authority journey planners	
	Student Web Portal	Travel information relevant to each campus, including links to Transport Authority journey planners	Published; reviewed frequently for currency.
	ACU External Social Media	ACU Facebook	
	ACU Internal Social Media	ACU Workplace by Facebook	Publication of information in support of green travel events (see below)
	Campus LCD Monitors	Digital posters	
Interpersonal	Events	Ride to Uni Day	October, annually
		Staff induction	As scheduled
		Student orientation	February and July, annually
Internal media	Staff Bulletin	News articles	Publication of information in support of green travel events (see below)

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Appendix A: Green Travel Communication Plan

General

This is a plan that describes the internal communications material that will publicise the green travel modes that staff and students can use to commute to and from ACU's Melbourne Campus, as well as the benefits that attend and facilities that support their choice of green travel modes.

The plan describes the communication material and a list of the timings for the publication of communication material, the target audience of each, and its intended channel.

Object of this plan

The object of this plan is to detail the audiences, key messages, channels, content and the publication schedule for the Melbourne Campus Green Travel program. Each of the projects in the sustainability program has its own communication program to complement this overall plan.

Target audiences

The target audiences are shown below in their segments:

- Staff
- Students
- Contractors (cleaning; catering; and maintenance)
- Visitors (to campus clinics; to public events)
- By usual choice of travel mode (public transport; single occupant car ride; shared car ride; cyclists; pedestrians)

Key messages:

1. Cycling and walking to Campus will save money and improve your health and wellbeing
2. If you cycle to Campus you will find lockers and clean showers and a safe place to look up your bike
3. There are many ways to get to Campus. Find out more at:
   - Staff intranet: Melbourne Campus Transport Information
   - Student portal: Melbourne Campus Transport Information

Appendix B: Measurement of Transport Mode Share

It is proposed to survey transport mode at intervals at the Melbourne Campus, to establish benchmark data. This survey will consist of observations of staff and student travel behaviour and interviews with a sample of staff and students.

When initiated, the surveys will occur at the start of each semester, over a period of five days, when student attendance at the Campus peaks. The surveys will count the number of students, staff and visitors and contractors who arrive and depart the campus, and the transport mode by which they do so.

Those transport modes subject to the survey are train, bus, tram, car driver, car passenger, walking and cycling, and the survey methodology must aim to capture the following information:

1. The number of cars arriving and departing from each campus car park
2. The number of staff and students who park in off-site car-parking
3. The number of passengers in each car, whether it parks on- or off-site
4. The number of people who arrive on foot, bicycle or public transport
5. The number of people who are neither staff nor students who use ACU car-parks

On site modal share

Surveyors will conduct counts at the campus points of access, as detailed in table 1 below:

Survey Location	Modes
Young Street Car Park	Cars and motorbikes
St Mary of the Cross Square **Cathedral Hall, Brunswick Street Entrance** **Building 400 (81-89 Victoria Parade)**	Pedestrians; cyclists and public transport users
Mary Glowrey Building Victoria Pde Entrance	Pedestrians; public transport users
Christ and Mercy Lecture Theatres **The Daniel Mannix Building, Young St entrance** **Mary Glowrey Building Little Victoria Street Entrance**	Pedestrians; cyclists and public transport users

Notes:

1. The vehicle count must include the number of passengers in each vehicle, in order to account for the number of drivers and passengers;
2. The building loading docks may be excluded from the survey because it is not a critical access point and its use is not targeted by this plan;

3. An attempt must be made to discount the number of pedestrians and cyclists who use the campus as a thoroughfare, with surveyor resourcing sufficient to enable this count;

Off-site modal share

To identify the number of staff and students who are parking off-site or arriving by tram, train or bus in the vicinity of the campus it is necessary to undertake surveys by interview, to supplement and complement the entry and exit counts.

Surveyors will request that pedestrians arriving at the Campus respond to a short survey by interview or by touch-screen electronic device to determine the following:

1. Whether he or she is a staff member or a student
2. Mode of travel
3. If a driver, the location of their parked car

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Attachment 2 - Development Plan Addendum Proposed - Report to Council

ACU - YOUNG ST
DEVELOPMENT PLAN ADDENDUM

DECEMBER 2020

STATUS	FOR APPROVAL
ISSUE	A
DATE	15.12.2020
PREPARED BY	SR/TF
APPROVED BY	MM

ASPECT Studios

Introduction

The ACU St Patrick's Campus Development Plan (2018) was endorsed in December 2017 to guide the future planning permit applications for development at ACU's St Patrick's Campus in Fitzroy. The endorsed Development Plan outlines four key development projects for the campus that will increase and consolidate existing student, academic, and research space, as well as provide new amenities for the campus, which include:

- 15B Victoria Parade – teaching, research, academic, student amenities and car parking
- 28-42 Young Street – student facility, community space and surrounding public open space
- 81-89 Victoria Parade* – teaching, research and academic space (*site not subject to Development Plan Overlay)
- Refurbishment of the Mary Glowery and Christ Mercy Building – teaching, research and academic space

2015 - 2020	2020-2025	2025+
115B Victoria Parade	**28-42 Young Street** **81-89 Victoria Parade*** *subject to a separate approvals process	**Mary Glowery and Christ Mercy**

The endorsed Development Plan recognises that commencement of future stages of development are dependent on a range of factors including future education needs, growth and funding availability.

The development of 115B Victoria Parade is currently under construction and is scheduled to be completed in 2022. The completion of 115B Victoria Parade (which contains a multi-level car park) will enable the closure of the existing three storey car park at 28-42 Young Street.

The closure of the car park at 28-42 Young Street presents an opportunity to demolish the car park structure ahead of the site's future redevelopment for a three storey building with landscaped open spaces. As noted above, the timing for the future development is dependent on a series of circumstances, and current estimates indicate that this will likely occur in the 2025-2030 period (after the 2020-2025 bracket earmarked in the endorsed Development Plan).

Accordingly, this Development Plan Addendum has been prepared to allow for the interim use and development of 28-42 Young Street for a landscaped open space until the site's future redevelopment.

YOUNG STREET INTERIM OPEN SPACE

The Development Plan Addendum will allow for a landscape proposal that will provide a high quality and inviting interim space which will assist in transforming the area into a social hub and central open space for the St Patrick's Campus, as well as being accessible to the public. This is in line with the future objectives for the area as envisaged by the endorsed Development Plan, which anticipates 28-42 Young Street as a campus hub providing a connection between ACU's sites on Brunswick Street and Victoria Parade.

The ability to use the site as an interim open landscaped area allows ACU to realise several objectives of the endorsed Development Plan early on in the redevelopment of the St Patrick's Campus by improving the current amenity of the area, providing for safety and lighting improvements and making a positive contribution to the public realm.

The following provides the overall landscape, open space plan and master plan principles for the interim development of the site as well as a broad demonstration of its consistency with the endorsed development plan. The eventual design outcome will be subject to a separate planning approvals process.

The key aspects of the proposed interim development include:

- Demolition of the existing multi-level car park
- Construction of an interim outdoor forecourt/precinct composed of large flexible spaces and smaller, intimate spaces
- Provision of temporary green spaces such as lawn areas, planted garden beds, modular tree planters and deep soil tree planting, some of which will be able to be maintained in the eventual development of the site
- Provision of various types of safety lighting and internal site links

The open space will be utilised on an interim basis for a period of approximately 5-15 years until the future development of the three storey building occurs as outlined in the endorsed Development Plan. The interim open space will cease to operate and the landscaping, plantings, canopy trees, hard-scaping, lighting, etc will be demolished in order to facilitate the construction of the new building.

CONSISTENCY WITH APPROVED DEVELOPMENT PLAN

The proposed interim development is generally in accordance with the overarching vision, Campus Design Principles, Landscape Masterplan (Section 4.1) and Staging of the endorsed Development Plan for the reasons outlined below.

Consistency with Campus and Public Realm Principles

The proposal:

- Will improve open space and pedestrian links to better connect the Campus to its local surroundings
- Provides open space consistent with the location of open space within the endorsed Development Plan which is accessible to ACU students, staff and the local community.
- Provides safety improvements early on in the redevelopment of the broader Campus through the inclusion of lighting and CCTV.
- Provides flexible and intimate open spaces area to cater to the differing needs of future users.
- Incorporates tree and plant species consistent with those envisaged by the endorsed Development Plan.

Consistency with Built Form Principles

The concept design has considered the overall future development anticipated for the site ensuring that the triangular building form envisaged can be accommodated in the future. No changes to the built form of the building envisaged by the endorsed Development Plan are proposed as part of this Addendum.

Consistency with Landscape and Open Space Principles

- Facilitates the development of an interim open space, which anticipates the ultimate redevelopment of the site, which will incorporate landscaped open spaces to the north and south of the building.
- Incorporates canopy trees and green spaces along the north boundary which is consistent with the future indicative landscaping plan for 28-42 Young Street. The trees will provide short to medium term landscaping during the lifespan of the Young Street Interim Open Space. Selected trees may be retained or replanted elsewhere when the site is ultimately redeveloped in the future, however the potential future tree retention will be subject to future design considerations.
- Provides a main access/welcome area in the south-west corner of the site that will provide a key social hub for the campus, which is consistent with the intended public realm activation in this area of the site.

Consistency with Staging Plan

As noted above the endorsed staging plan is indicative only and is dependent on a range of factors including the future education needs of ACU as well as growth and funding availability. Whilst the interim development is not explicitly shown on the staging plan, its timing is consistent with the overall principles of the staging which allow for the redevelopment of the 28-42 Young Street following the completion of the development at 115B Victoria Parade. The rationale behind this sequencing is that once the car parking associated with 115B Victoria Street is provided, the existing car park will become redundant.

The interim development of the site following the completion of the 115B Victoria Parade car park is consistent with this desired approach.

Overall Landscape, Open Space Plan and Principles

INTENT

The open space proposed on this site is an interim solution and will provide a collaborative, contemplative and connective space to staff, students and the wider community. The open space will provide an outdoor zone for staff and students to meet and collaborate on campus. It will be a social hub for the campus and be fully accessible to the public, making a positive the contribution to the community of ACU students, staff and to the locals to which it will serve. The proposed interim open space will not provide any teaching or sporting facilities.

It is noted that any future public realm works will be undertaken in consultation with Council and that additional approval from relevant authorities, including Council department outside of planning are required for public realm works. ACU acknowledges that public realm works associated with each future planning permit are likely to be subject to a condition that requires the works to be undertaken at the University cost in consultation with Council.

DESIGN CONSIDERATIONS

Quality and Re-use

The interim space design approach is of a flexible space with robust qualities. The longevity and performance of the landscape elements and materials will be of significance to ensure its quality throughout the interim period. The design of the landscape will be considered throughout the project to ensure the proposed design elements allow for ease of reuse and re-purposing within in the future site development

Safer Spaces

The landscape approach is to increase activity and maximise visual and physical connectivity through well-defined spaces.

Lighting will provide an inviting after hours environment and the structure of planting will ensure direct sight lines through low ground level planting and high canopy trees. Dense planting areas to the edge of the site will provide vehicle mitigation to areas with high intensity traffic.

Screening will be provided to areas bordering adjacent dwellings and residential streets in order to provide privacy and avoid sound and light spill.

Access and Mobility

The ACU Young street precinct will have a high level of inclusive accessibility and pedestrian mobility, encouraging equitable pedestrian circulation through prominent and cohesive visual way-finding opportunities. Site links will connect the open space and enhance its role as primary destination along the main circulation spine through the campus.

Maintenance access and traffic movements will be considered and mitigated by passive street-scape elements and dense planting.

Climate and Sustainability

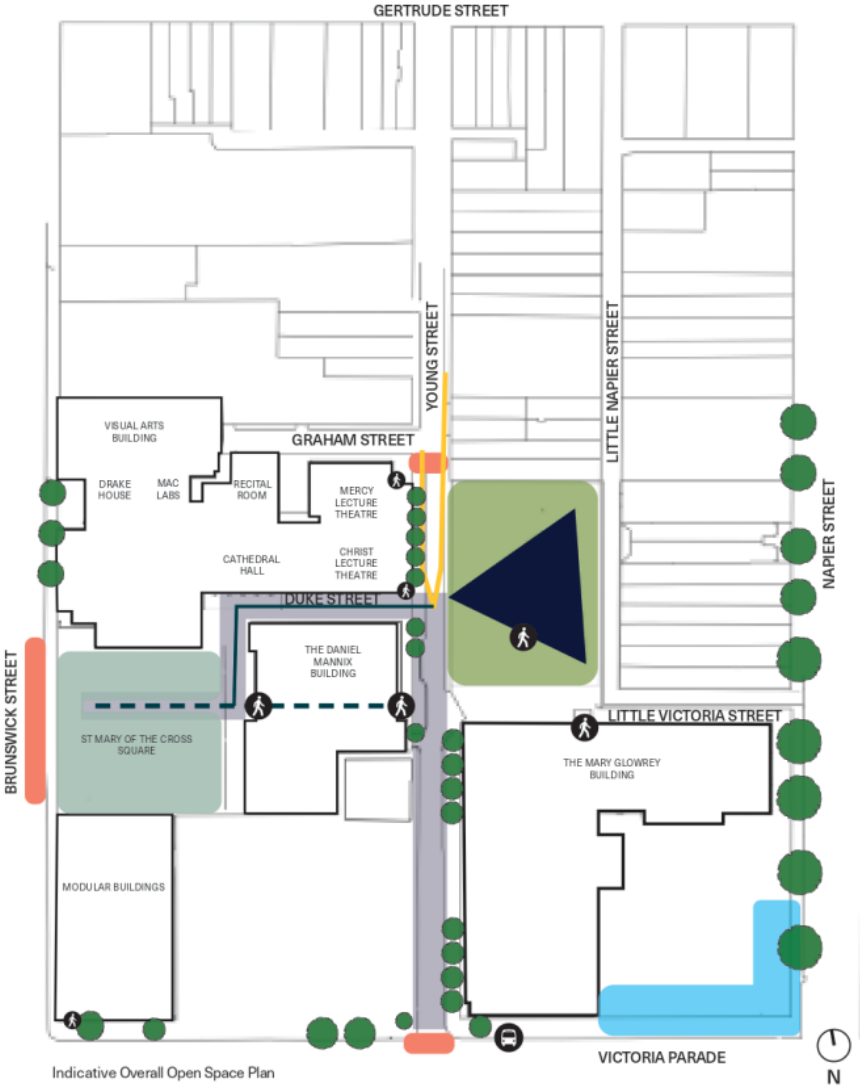
Climate comfort analysis will be employed to identify suitable micro climates for various open space uses and planting conditions. This analysis will also help determine suitable measures for wind control. Tree species will be selected to mitigate urban heat affect and minimise maintenance and water use. The trees will provide short to medium term landscaping during the lifespan of the Young Street Interim Open Space. Selected trees may be retained or replanted elsewhere when the site is ultimately redeveloped in the future, however the potential future tree retention will be subject to future design considerations. The design aims to minimise storm water runoff and moderate discharge flows through on-site absorption and retention and provide opportunities for water sensitive urban design (WSUD)

Maximising green spaces such as lawn areas, planted garden beds, interim tree planting will improve biodiversity and natural habitats and contribute to the health and well-being of all users.

Activation

The interim outdoor space will provide a rage of amenities to accommodate the use of diverse user groups within the ACU Campus and adjacent residents.





Indicative Overall Open Space Plan

Landscape Character & Key Design Drivers

The interim landscape proposal is formed around these key principles:

A Design for Now – a Design for The Future

- A robust and active series of spaces that will enhance connectivity and safety within the site.

- A precinct that compliments the active edge with distinctive landscape features.

A Park of Parts - Movable, Reconfigurable & Modular

- Provide flexibility and accommodate various types of programs and activities.

- Establishing a sustainable plan for trees and planting to increase shade and undercover spaces.

- To retain planted trees beyond the interim period and incorporate to the future design of the site.

Embracing ACU's Unique Culture

- Provide active and passive recreation.

- To be the key social hub for students as well as a public open space providing amenity for the local community.

A Space that Unites

- To provide good, clear access from surrounding links using signage and lighting.

- To provide views to the hub from the surrounding streets to reinforce its presence.

- To provide a public space where ACU's students, staff and local community can breakout and meet while not introducing programs that will increase noise or annoyance to neighboring dwellings.



A Design for Now – a Design for The Future



A Park of Parts - Movable, Reconfigurable & Modular



Establishing a Sustainable Urban Forest and Green Heart for the Campus



Embracing ACU's Unique Culture



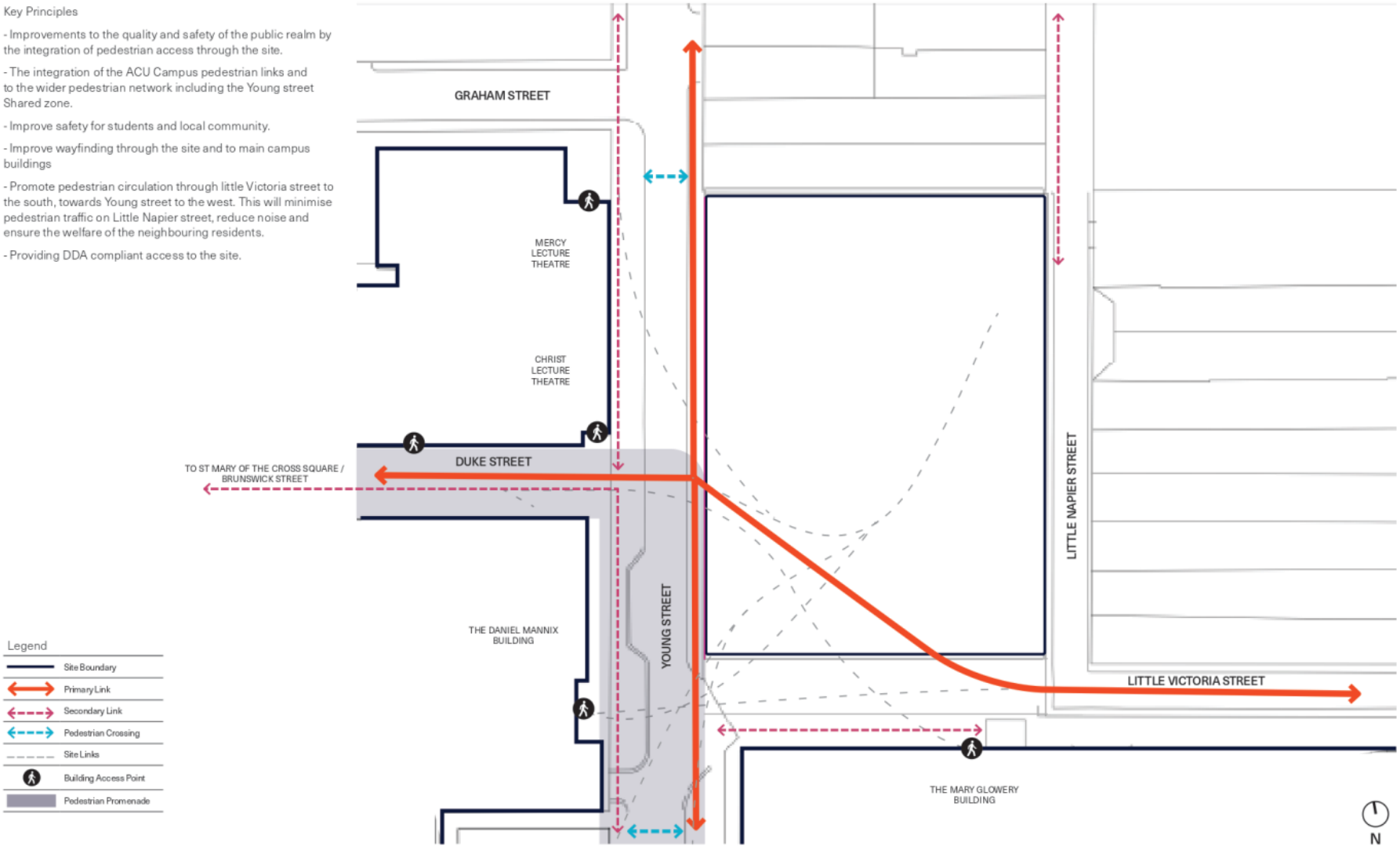
A Space that Unites

Attachment 2 - Development Plan Addendum Proposed - Report to Council

Access and Mobility Plan

Key Principles

- Improvements to the quality and safety of the public realm by the integration of pedestrian access through the site.
- The integration of the ACU Campus pedestrian links and to the wider pedestrian network including the Young street Shared zone.
- Improve safety for students and local community.
- Improve wayfinding through the site and to main campus buildings
- Promote pedestrian circulation through little Victoria street to the south, towards Young street to the west. This will minimise pedestrian traffic on Little Napier street, reduce noise and ensure the welfare of the neighbouring residents.
- Providing DDA compliant access to the site.



Indicative Landscape Master Plan

Key Principles

1. Main access / Welcome area

- Provide a key social hub for the campus and public, making positive contribution to the local public realm activation.

- Provide good, clear access from surrounding links

- Provide views to the site from the surrounding streets to reinforce its presence and safety.

- Provide seating area and outdoor spaces to adjacent buildings.

2. Contemplative seating areas

- Allow for active and passive recreation.

- Define boundaries of different programs throughout the site.

- Distinctive landscape features such as paving, urban art and thematic landscape elements.

3. Breakout zones

- Flexible spaces including undercover seating and privacy.

3. Urban forest

- Interim Tree planting

- The use of interim trees and large shrubs planting to provide a green buffer to traffic hazards and adjacent dwelling privacy.

4. Gathering space

- Public open space and large lawn area to provide amenity for student and local community.

4. Northern interface

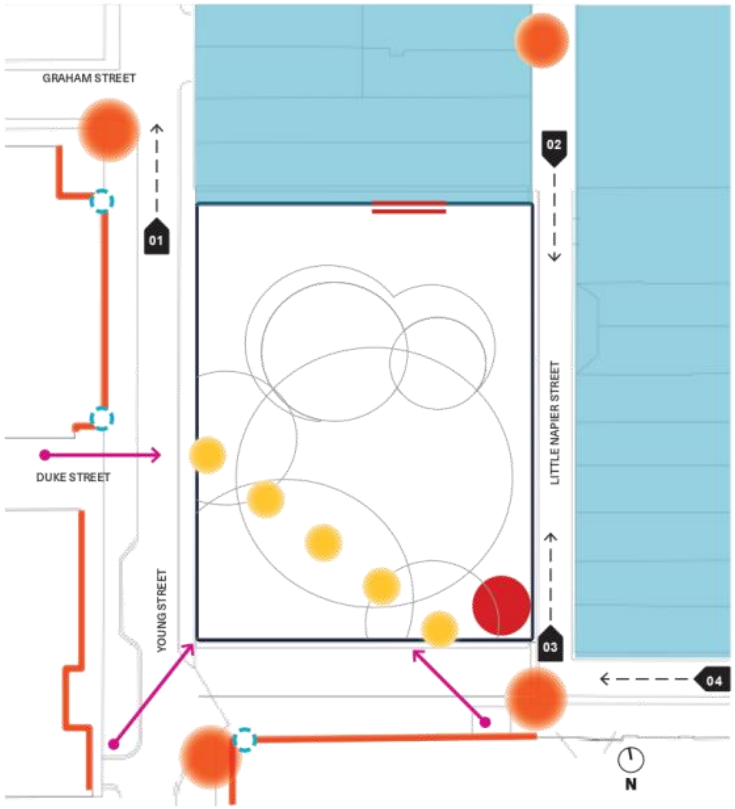
- A new screen proposed to the northern dwelling, to be consistent with the former development plan.



CPTED & Lighting

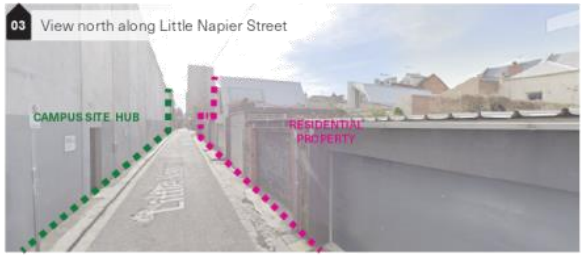
Key Principles

- Hostile vehicle and traffic risks will be mitigated by dense planting and Passive elements throughout the site.
- The south east corner of the site had been identified has high vehicular risk and will be treated accordingly.
- The design will accommodate the use of closed-circuit television and it requirements.
- The structure of planting will ensure direct sight lines through low ground level planting and high canopy trees.
- Lighting in and around the development complies with appropriate lighting standards- to increase surveillance opportunities during the hours of darkness.
- The provided lighting will support safe movement and a pleasant user experience, while avoiding undesirable light spill to adjacent residential properties.
- Feature lighting can be used to emphasis elements such as trees and seating areas. These types of lighting would be localized and would improve the ambiance and usability of the outdoor areas.
- Key pathways which are most likely to attract foot traffic at night should be adequately lit to provide a safe environment.









Key

- Traffic Risk Area
- Existing CCTV
- North boundary Screening
- Sight Lines
- Existing Lighting
- Internal Lighting
- Building Light
- Adjoining Residential Properties



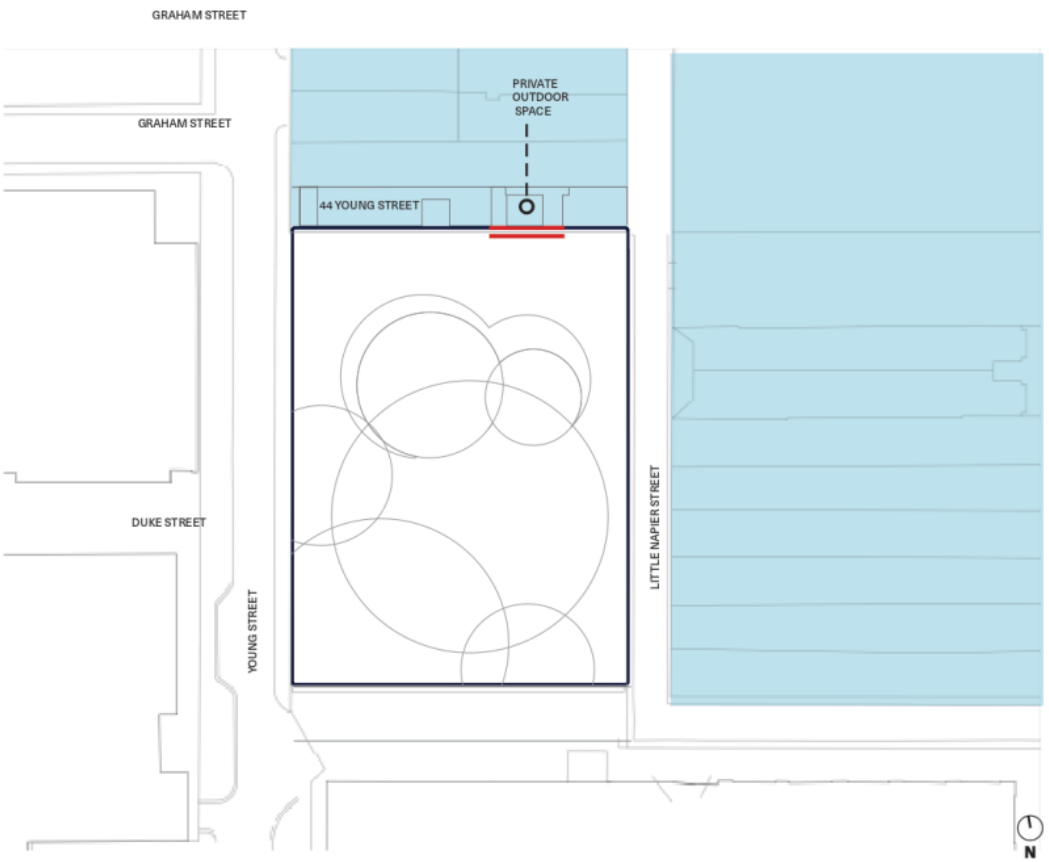




Northern Interface

A new screen along the northern boundary wall adjacent to 44 Young Street will be provided to infill the gap between the dwelling fronting Young Street and the garage facing Little Napier Street to ensure privacy within the secluded private open space and habitable room windows of 44 Young Street.

The screen proposed is consistent with the former development plan.



Key

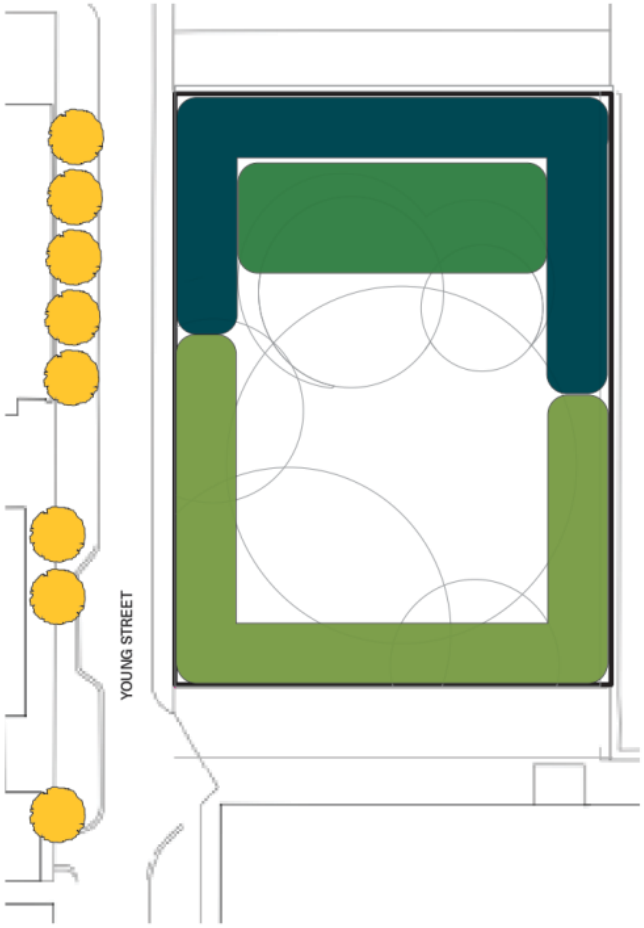
Extent of Screen

Trees and Planting

An indicative trees and planting species list has been provided for the interim landscape.

The trees will provide short to medium term landscaping during the lifespan of the Young Street Interim Open Space. Selected trees may be retained or replanted elsewhere when the site is ultimately redeveloped in the future, however the potential future tree retention will be subject to future design considerations.

Further detail regarding tree species their layout, growing media and specifications will be provided at the town planning phase.



Indicative Tree Planting Plan

CODE	BOTANICAL NAME	COMMON NAME	MATURE SIZE (H x W m)	INSTALL SIZE
TREES				
AC	*Acer platanoides crimson sentry*	Crimson Sentry Maple	10 x 7	100L
RB	*Robinia pseudoacacia frisia*	Golden Robinia	10 x 5	100L
WA	*Waterhousea floribunda*	Weeping Lilly Pilly	7 x 4	100L
QC	Zelkova serrata green vase	Green Vase Zelkova	7 x 4	100L
SHRUBS				
	Clivia miniata	Orange Clivia	0.7	150ML
	Dianella revoluta 'Silk jew'	Little Jess Dianella	0.4	150ML
	Dianella 'emerald arch'	Emerald Arch Dianella	0.4	200ML
	Liriope muscari amethyst	Amethyst Liriope	0.4	150ML
	Ophiopogon japonicus nana	Dwarf Mondo Grass	0.1	150ML
GROUNDCOVERS & CLIMBERS				
	Brachyscome multifida	Cut Leaf Daisy Break o'Day	0.3 x 0.5	150ML
	Coprosma kirkii	Creeping Coprosma	0.6 x 1.2	200ML
	Correa alba prostrate form	Prostrate White Correa	0.6 x 1.2	150ML
	Juniperus conferta	Prostrate Juniper	0.3 x 1.2	200ML
	Myoporum parvifolium purpurea	Creeping Boobialla	0.2 x 1.2	150ML
	Trachelospermum jasminoides	Star jasmine	3 m x Varied	200ML
	Scaevola purple fusion	Purple Fan Flower	0.2m x 1.0	150ML

Indicative Planting Schedule

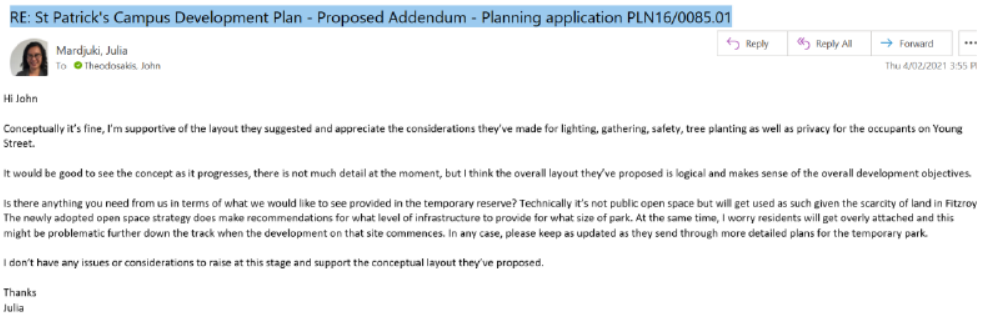
Key

- Existing Trees
- Small Trees
- Medium Trees
- Medium - Large Trees

Attachment 2 - Development Plan Addendum Proposed - Report to Council

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E: melbourne@aspect-studios.com

Attachment 3 - Open Space Referral comments



RE: St Patrick's Campus Development Plan - Proposed Addendum - Planning application PLN16/0085.01

Mardjuki, Julia
To Theodosakis, John

Reply | Reply All | Forward | ...

Thu 4/02/2021 3:55 PM

Hi John

Conceptually it's fine, I'm supportive of the layout they suggested and appreciate the considerations they've made for lighting, gathering, safety, tree planting as well as privacy for the occupants on Young Street.

It would be good to see the concept as it progresses, there is not much detail at the moment, but I think the overall layout they've proposed is logical and makes sense of the overall development objectives.

Is there anything you need from us in terms of what we would like to see provided in the temporary reserve? Technically it's not public open space but will get used as such given the scarcity of land in Fitzroy. The newly adopted open space strategy does make recommendations for what level of infrastructure to provide for what size of park. At the same time, I worry residents will get overly attached and this might be problematic further down the track when the development on that site commences. In any case, please keep as updated as they send through more detailed plans for the temporary park.

I don't have any issues or considerations to raise at this stage and support the conceptual layout they've proposed.

Thanks
Julia

8.3 Extended Outdoor Dining

Reference	D21/50599
Author	Simon Osborne - Senior Project Officer - Retail, Tourism and Marketing
Authoriser	Director Planning and Place Making

Purpose

1. The purpose of this report is to provide background information on the extended outdoor dining program to date, outline why a further extension to October 31, 2021 is being requested, propose the introduction of a fee to all parklet and road/lane closure spaces, and to inform of the next steps leading to a permanent outdoor dining policy.

Critical analysis

History and background

2. In October 2020, Yarra announced a temporary outdoor dining program to support the COVID-19 response and recovery.
3. Since inception, the program has delivered an additional 485 outdoor trading spaces to hospitality traders within Yarra.
4. This has come in the form of businesses either:
   (a) taking out footpath trading for the first time (150);
   (b) extending existing footpath trading (200);
   (c) expanding dining into the roadway forming *parklets* (130), or
   (d) using portions of laneways or roads (8).
5. Applications for new temporary parklet permits closed in January 2021 while applications for new, or extensions to existing footpath trading remain open.
6. A community and business survey of over 3,200 residents, traders and visitors to Yarra found widespread support for the outdoor dining program (this was extensively outlined in the Council report in March).
7. In March 2021, Council determined to extend the temporary program through to the end of June 2021 following strong community and business support, and in recognition that the program was a key catalyst to economic recovery.
8. With all permits related to extended outdoor dining set to expire 30 June 2021, Council need to consider if an extension to the temporary program should be made.
9. Although some funding has been provided by the State Government to support the program, the pandemic has caused major impacts on Council finances; in part, due to significant support packages provided by Council as well as significant losses in revenue streams (see financial implications below).
10. It needs to be noted that the current temporary program was rolled out in limited time in order to quickly assist local traders at a critical time for recovery of trade. A number of topics exist that require more consideration for any long term or permanent program.
11. In this regard, outdoor dining as a possible future feature in Yarra, requires further analysis and Council considerations. This will be subject of another report in coming months, so that Council will be able to provide careful consideration to the many aspects that arise in this subject matter.

March 2021 Council resolution

12. At the Council meeting on 2 March 2021, Council resolved to extend the outdoor dining program through to 30 June 2021. The resolution states:

    1. *That Council instruct the organisation:*

        (a) *to extend the temporary outdoor dining program until end June 2021 on the following basis:*

            (i) *no kerbside trading fees be applied for that period, (the extension period but that all footpath trading fees be reinstated from 1 July 2021, and*

            (ii) *no fees for parklets until end June 2021; and*

        (b) *that it be clearly communicated to participants in the parklet program that at this stage, the program is only being extended until end of June 2021, and that any further investment in the spaces is to be made on that basis.*

    2. *In selecting the course outlined in clause 2 above, has had particular regard to the officer report as part of its deliberations, including the extent of Council waivers and revenue forgone during the period of this temporary outdoor dining program, and also the matters of public safety and public liability aspects that does exist with the parklet approach due to the proximity of moving vehicles nearby.*

    3. *That Council acknowledge that in any extension period, if a particular issue with specific parklets arises or has consistently arisen previously (for example, as notified to Councillors or officers, or in the survey outlined in the officer report), that the CEO may require modifications and or removals to ensure adequate public safety, amenity and drainage aspects are attended to.*

    4. *Council notes that at the end of any extension period by the Council to the temporary outdoor dining program that officers will revert back to the full compliance requirements of Footpath Trading regarding spacings and dimensions of the materials and furniture of the footpath.*

    5. *That Council receive further information from officers once the analysis from the research, in conjunction with other inner-city Councils, has been received and considered by officers.*

    6. *That as part of further information to Councillors on outdoor dining, that officers prepare an outline of the learnings from the temporary program as part of further considerations on this matter.*

    7. *That the CEO be authorised to operationalise all aspects to deliver on the Council resolutions above.*

Discussion

13. Yarra's extended outdoor dining program has been seen as a success, as has allowed almost half of Yarra's 1,100 hospitality businesses the opportunity to utilise public space free of charge, to offset government enforced COVID-19 dining restrictions, retain employees, as well as generating additional income to keep businesses viable.

14. The program has been extended once already from its original finish date of 30 March to its current finish date of 30 June 2021, but due to strong community support, the additional vitality that the spaces provide to our retail precincts, and as a sign of Council's ongoing support to businesses, a further extension of the program to 31 October 2021 is now being sought from Council.

15. This further extension of the temporary program would allow businesses to continue to operate their additional outdoor spaces if desired for a further 4 months and enable Yarra officers to prepare a policy around a permanent parklet program that would be brought back to Council later in the year, with adoption by 31 October 2021.

16. Since 1 February 2021, the parklet program has been closed to new applications due to the temporary nature of this program, however footpath extensions have continued to be approved.

17. Some criticism has been drawn from business operators who do not have access to a parklet space stating that they are at a competitive disadvantage not having access to additional trading space, and that currently operators who do have them are not paying for this privilege.

Council support to businesses to date

18. Since the inception of the temporary outdoor dining program, Council has *waived* all application fees related to footpath trading, road / lane closures, and parklet spaces as outlined in the table below.

19. Council has refunded (six months) and waived (nine months) footpath trading fees for all aspects of furniture on Council footpaths from 1 April 2020 through to 30 June 2021, totalling **$1,071,255.**

20. Since 1 April 2020, assistance by Council to Yarra's small businesses has included:

Form of assistance	**Dollars**
Waiving of *footpath trading* fees	$1,071,255
Waiving of *health* registration fees	$52,664
Waiving of *food* registration fees	$527,694
Competitive grants to small business	$410,000
First round of precinct recovery grants	$160,000
Second round of precinct recovery grants	$160,000
#RediscoverYarra marketing campaign	$20,000
Mentoring and online training	$5,000
Total	**$2,406,613**

21. It is important to note that as parklets are new to Yarra, there has not been a specific fee attributed to the space, and therefore, there has been no associated waiver. However, as parklets are located within carparks, uncollected revenue (paid tickets and enforcement) within these spaces has impacted on revenue to the Council.

Parklet program costs

22. Yarra currently has 107 parklets, which occupy 230 carpark bays, many of which are on streets with paid parking.

23. The total amount of uncollected or forgone revenue (paid parking or enforcement) from these carparks being occupied by parklets since October 2020 is $406,776.

24. The safety infrastructure that is being used within the parklets (concrete bollards) is being leased to Council at a cost of $640,040.

25. The administration, management and inspection costs across this same time period is approximately $40,000.

Parklet Fee proposal

26. It is proposed that a fee for parklets and road lane closures for the period 1 July 2021 to 31 October 2021 is introduced.

27. The fee proposed is based on a **cost recovery model** meaning that Council would not be making money from the introduced parklet fee; it would be offsetting program costs and forgone revenue.

28. The fee proposal has two distinct components:

    (a) *A tiered pricing structure*, which is reflective of the location that the parklet is located and the value of the public space being occupied.

    The fee outlined is on **per carpark, or equivalent space,** basis, not a per parklet fee (i.e. many parklets occupy more than one carpark);

TEMPORARY Tiered Fee Structure - Per Carpark Space	Annual Fee
Primary Roads - Examples include Smith, Gertrude & Brunswick St	$5,000
Intermediate Roads - Examples incluse Wellington & Peel St	$3,000
Neighbourhood Roads - Example Rathdowne & Highett St	$2,250

    (b) *A flat rate application and inspection fee* for all parklets, regardless of location.

TEMPORARY Application and Inspection	Flat Fee
Flat one off fee regardless of location	$275

29. As the proposed program extension is from July 1 to October 31, the annual fees would be charged at a *pro-rata rate* of 4 months. Breaking this pro-rata fee down into a **per day cost** is perhaps the easiest way to understand how much is being proposed as a fee to the operator.

30. Examples of the fee proposal (examples of 1 carspace used. and also 2 carspaces being used) are outlined below:

Street Type	Number of carparks	Per bay fee	Flat rate App & Inspection	Pro-rata fee 1 July - 30	Total cost per day
Primary	**1**	$5,000	$275	$1,941.67	$15.92
Intermediate	**1**	$3,000	$275	$1,275.00	$10.45
Neighbourhood	**1**	$2,250	$275	$1,025.00	$8.40

Street Type	Number of carparks	Per bay fee	Flat rate App & Inspection fee	Pro-rata fee 1 July - 30 Oct	Total cost per day
Primary	**2**	$5,000	$275	$3,608.33	$29.58
Intermediate	**2**	$3,000	$275	$2,275.00	$18.65
Neighbourhood	**2**	$2,250	$275	$1,775.00	$14.55

31. Items that are placed into the parklet such as chairs and tables will not be charged as they are for footpath trading.

32. It is considered that the introduction of fees would also be seen by traders who were **not** able to have a parklet, as being more equitable and fairer, as the operator who has increased their dining capacity would now be required to pay for this added benefit.

33. It is important to note that if parklet operators do not see value in continuing with their parklet, they can cease the parklet at the end of June, before the fees are introduced on July 1.

34. If an operator decides to pay the pro-rata fee for the next 4 months, but then decides that they would prefer to close it down, a pro-rata refund will be issued (similar to Council's current footpath trading arrangement).

Road and laneway fee proposal

35. There are 8 road / laneway closures that were also approved under the temporary Extended Outdoor Dining Program.

36. Council required approval from the Department of Transport (DoT) to allow these spaces to be initially set up.

37. At Councils request, DoT have provided approval for these 8 existing spaces to remain in place from **1 July - December 31, 2021**. NB. the timeframe is different to that of the parklets.

38. For the road and laneway closures, an existing fee structure exists, which is based on the number of square meters occupied, multiplied by $0.77 (not how many carparks it occupies as is the case in the parklet example).

39. In order to make these road and laneway spaces affordable over the 6 months, and to keep them in line with the temporary parklet fees, a 50% discount on the original fee has been applied, with a cap of $75 per day. Costs for the 8 areas are outlined below, (noting that business names have been removed for privacy reasons).

Business	Arpox Area Sqm	Fee at full price ($psqm)	For 6 months	50% discount* or $75 cap	Per day cost
1	353	$ 0.77	$ 49,741.23	$ 13,725.00	$ 75.00
2	98	$ 0.77	$ 13,809.18	$ 6,904.59	$ 37.73
3	92	$ 0.77	$ 12,963.72	$ 6,481.86	$ 35.42
4	122	$ 0.77	$ 17,191.02	$ 8,595.51	$ 46.97
5	66	$ 0.77	$ 9,300.06	$ 4,650.03	$ 25.41
6	30	$ 0.77	$ 4,227.30	$ 2,113.65	$ 11.55
7	100	$ 0.77	$ 14,091.00	$ 7,045.50	$ 38.50
8	55	$ 0.77	$ 7,750.05	$ 3,875.03	$ 21.18

40. Like parklets, if an operator decides to pay the pro-rata fee for the next 6 months, but then decides that would prefer to close it, a pro-rata refund will be issued.

41. It is important to note that the extension of these temporary road and lane closures past 31 December 2021 is unlikely as initial discussions with DoT have indicated that the current COVID19 permit would then be no longer be applicable.

Footpath Trading fees

42. Aside from fees for parklets and road and lane closures, Council will be reinstating footpath trading fees from 1 July 2021 (as per the 2 March 2021 Council resolution).

Options

43. In the March resolution, Council also specifically requested advice as to whether the outdoor dining program should be extended. Officers have had regard to the research, community surveys and positions of neighbouring Councils.

44. In this regard, Council could either:

    (a) not extend the program past 30 June 2021 - on the basis that it was for a limited period only to assist traders with public health directives and to support the COVID-19 recovery period;

    or

(b) extend the temporary program with associated fees to 31 October 2021 - in order to provide support to the hospitality industry who are recovering from the economic impacts of COVID-19, while also allowing Council officers additional time to consider and prepare further reports and a policy relating to a permanent parklet program further.

Community and stakeholder engagement

45. The community has broadly strongly supported the outdoor dining program, which was evident in a community survey (see **Attachment 1** as a summary) of over 3,000 respondents, where 84% said they liked parklets as a better use of public space, and 95% said they were very likely to return to a parklet.

46. Some feedback expressed concerns with the parklets – this was outlined in the March report by officers for Council consideration.

47. A business survey of which had 139 respondents (see **Attachment 2** as a summary) found that 91% of parklet operators said their parklet enabled them to keep their staff employed during COVID-19 restrictions

48. It also found 96% of businesses said they liked the increase in customer capacity which the outdoor dining program offered while 92% said that their parklet generated increased revenue.

49. When asked about proposed fees in the future, 60% of parklet operators were willing to pay $500 or more per month for a parklet.

Parklet information and feedback sessions

50. On 13 May an in-person *Information Session* followed by a 14 May online *Information Session* to parklet operators was conducted by the Mayor, with support from council officers.

51. At these meetings, the proposed temporary fee structure was presented, and feedback was gathered.

52. Key feedback from these sessions included;

    (a) some expressed concerns that a fee was being suggested without the guarantee of a permanent program, or long-term policy;

    (b) some felt that the introduction of a fee during the winter months wasn't warranted due to the lower use during the colder/wet months;

    (c) some parklet operators expressed concern that the current Temporary Parklet Guidelines do not allow for roof like structures to be installed, and felt umbrellas (which are approved) were not sufficient;

    (d) most understood that a fee should be applied to public spaces that were being used for private benefit but questioned the timing, and

    (e) some expressed that the fee proposal seemed fair and reasonable.

53. In total, 33 parklet operators attended either of these sessions or have been engaged on the pricing proposal.

Alignment to Council Plan

54. Assisting traders and seeking to add to the vitality of the streets is consistent with the Council Plan and broad strategies including the 2020 *Economic Development Strategy*.

Climate emergency and sustainability implications

55. Drainage is a matter that needs consideration of the parklets as part of any future permanent program.

Community and social implications

56. The vitality of the local streets is important for the local community and visitation to Yarra.

Economic development implications

57. Assisting traders return to profitable businesses is important and reflected in Council strategies and policies including the *Economic Development Strategy*.

Human rights and gender equality implications

58. Community wellbeing and minimisation of disturbance to neighbours are matters for consideration as part of any future permanent program.

Operational analysis

Financial and resource impacts

59. The outdoor dining program has been very important support to the hospitality sector, and positive effects have been felt by other businesses and industry surrounding these new spaces.

60. The program, in a broad sense, has been very well received and a number of positive comments have been received from many sources during the past few months. Some concerns have also been expressed which have been outlined in the March officer report.

61. It has, however, been very resource intensive both in officer time and costs of materials and also a very heavy impact on Council's finances.

62. Some grant monies have been received from the State, but that has not significantly offset the Council's expenses.

63. The introduction of a cost recovery fee for parklets is proposed to balance what is fair and reasonable, between those who have parklets and those who do not, as well as ensuring the program is not a burden on Council financially.

Legal Implications

64. The use of kerbside areas for outdoor dining parklets does carry some risk for the Council as it means that persons are occupying part of the road reservation, and hence the risk that some motor vehicle could impact into the outdoor dining area.

65. The current Council insurance policy exists up to end June 2021 - but will be extended if the extension of time for the temporary program is approved till the end October 2021.

66. Public safety and public liability are matters that Council does need to have particular regard to in the consideration of this report and any determination.

Other

67. The period of trading to date for parklets has been authorised by Council through to the end of June 2021.

68. The expectation is that at the end of this end June 2021 period (unless extended by Council) that all parklet structures as part of the temporary outdoor dining program be removed.

69. If the current authorised period is not extended, officers will need to ensure that the parklets are not used beyond the authorised date of end June 2021; and that within some weeks, the structures are removed.

70. If the temporary period of parklets is extended by the Council, the officers view is that this does not relate to any new proposals, but rather only existing approved parklets.

71. Further, if parklets are not being used correctly or efficiently, then officers may seek their removal.

Conclusion

72. The outdoor dining program was agreed to by Council to assist local businesses to comply with health directives and to support the economic recovery.

73. The proactive approach from Yarra City Council has come at considerable cost with the hiring of concrete blocks and waivers for all aspects of footpath trading.

74. The use of the roadspace as parklets has also been for no charge to the traders during this temporary outdoor dining program. Council revenue has been impacted as a result of this program.

75. Council officers continue to work with other inner-city Council officers regarding the value of the outdoor dining program; and also how the program could be anticipated for a longer period. In this regard, research has been commissioned and that will be provided to Council over the next few months.

76. Council is now requested to consider the officer report, the survey results and commentary from both traders and the local community, and form an opinion as to whether or not extend the outdoor dining program as a temporary arrangement with associated fees.

77. The outdoor dining has assisted in the local economic recovery from the pandemic impact of 2020 and has created increased vitality into many local streets. It does, however, need to be very carefully considered regarding any more permanent ongoing programs from a number of perspectives including streetscape and also risk perspectives.

78. The officer recommendation is that the temporary outdoor dining program (as has been in place since late 2020) should be extended until end October this year with the introduction of a fee for use of a parklet, and that officers continue to work on a substantive policy position for a more permanent outdoor dining program after further consideration of research and engagement with other inner city municipalities. In this regard, officers would continue to brief Councillors over the next few months as a policy position is being developed for formal Council consideration.

RECOMMENDATION

1. That Council note:

   (a) the further officer report regarding the temporary outdoor dining program for the municipality;

   (b) the community and business owner survey results contained in summary form in the Attachment 1 and 2;

   (c) the intention to introduce a temporary tiered fee structure for the use of kerbside carspaces as parklets until end of October 2021 (on a prorate basis of an annual fee, plus an application / inspection fee), noting that there will be further consideration by the Council to the appropriate fee structure of any more permanent program beyond that date;

   (d) the Information Sessions held by the Mayor on 13 May and 14 May with parklet operators to enable feedback to be received on the intended fee structure; and the comments received by traders as summarised in the officer report, and

   (e) the officer recommendation to extend the temporary outdoor dining program to end October 2021 with a tiered fee structure for parklets, to enable further time for more substantive analysis and policy work to be undertaken regarding a possible more permanent outdoor dining program for consideration by the Council in a few months' time.

2. That Council resolve to extend the current temporary outdoor dining program until the end October 2021 with a tiered fee structure of a fee per car space (on a 4 month pro rata basis, plus an application / inspection fee), as follows:

Street Type	**Fee per carspace per annum**	**Flat rate application and Inspection fee**	**4 mth prorate fee (1 July to end Oct 2021)**
Primary	$ 5,000	$ 275	$ 1,941
Intermediate	$ 3,000	$ 275	$ 1,275
Neighbourhood	$ 2,250	$ 275	$ 1,025

3. That Council:

   (a) resolve to receive a further report from officers which provides the analysis of the research undertaken by independent consultants of the current temporary program and also a recommended policy position for a more permanent outdoor dining program;

   (b) in determining this further temporary extension period until end October 2021, note that it has had particular regard to the officer report, including the matters of public safety and public liability aspects that does exist with the parklet approach due to the proximity of moving vehicles nearby;

   (c) also acknowledge that in this extension period, if a particular issue with specific parklets arises or has consistently arisen previously that the CEO may require modifications and or removals to ensure adequate public safety, amenity and drainage aspects are attended to; and

   (d) notes that at the end of any extension period by the Council to the temporary outdoor dining program that officers will revert back to the full compliance requirements of Footpath Trading regarding spacings and dimensions of the materials and furniture of the footpath.

4. That the CEO be authorised to operationalise all aspects to deliver on the Council resolutions above.

Attachments

1⇩ Attachment 1 - Community summary

2⇩ Attachment 2 - Business owner summary

Summary of community feedback to parklets

1 April 2021

3,080 community members submitted a response to our online questionnaire to gather feedback in relation to outdoor dining parklets in Yarra.

Overview

- 93% of respondents dined in a parklet
- Of these respondents, 49% said they visited this business especially for their parklet
- 84% of respondents said they liked the vibe/atmosphere of the parklet
- 84% also said they liked parklets as a better use of public space

Safety

- 98% of people said they felt very safe or somewhat safe in the parklet
- 2% felt neutral or unsafe.

Accessibility

- 93% found the parklet very accessible or somewhat accessible
- 5% felt neutral
- 1% felt somewhat or very inaccessible

Removing car parking

- 77% of respondents said removing car parking has had a very positive impact or some positive impact on the area
- 13% said no impact
- 8% said some negative or very negative impact

How likely are you to return?

- 95% very likely to return to a parklet
- 3% somewhat likely
- 2% unlikely to return

Want to see more parklets?

- 75% yes on a permanent basis (year-round)
- 20% yes on a temporary basis (spring/summer months only)
- 3% no, not at all

Getting there

- 80% of respondents walked for some of the journey to the parklet
- 23% rode a bicycle
- 21% caught public transport
- 11% drove a car
- 11% travelled by ride share (e.g. Uber, Ola, DiDi)
- Overwhelming sentiment is that finding a car park near the parklet was not difficult

Summary of business owner feedback to parklets

1 April 2021

139 business owners in Yarra submitted a response to our online questionnaire to gather feedback on our outdoor dining parklets.

Overview

- 40% of respondents have a parklet
- 60% of respondents don't have a parklet

Expenses

- 76% of parklet operators received the $5,000 *Outdoor Eating and Entertainment Package Business Grant* from the Victorian Government

Excluding grant funds…

- 24% of parklet operators invested more than $10,000 of their own money into their parklet
- 27% invested between $5,000 and $10,000
- 31% invested between $1,000 and $5,000
- 11% invested between $1 and $1,000
- 7% invested $0

Benefits

- 96% of parklet operators said their customers love their parklet
- 91% of parklet operators like that their parklet increases their customer capacity
- 89% of parklet operators like that their parklet increased their business revenue
- 93% of parklet operators like that their parklet creates a positive vibe/atmosphere for the area.
- 87% of parklet operators like that parklets are a better use of public space.

- 71% of business owners **without** parklets like that parklets create a positive vibe/atmosphere for the area.
- 54% of business owners **without** parklets like that parklets are a better use of public space.

Economic impacts

- 91% of parklet operators said their parklet enabled them to **keep their staff employed** during COVID-19 restrictions
- 81% of parklet operators said their parklet enabled them to **keep their business open** during COVID-19 restrictions
- 41% of parklet operators said having their parklet meant they didn't need to reduce their trading hours/days

- 4 parklet operators said their parklet brings their business an extra $3,000 or less per month
- 5 parklet operators said their parklet brings their business an extra $4,000 per month
- 5 parklet operators said their parklet brings their business an extra $5,000 per month
- 5 parklet operators said their parklet brings their business an extra $6,000 to $8,000 per month
- 5 parklet operators said their parklet brings their business an extra $10,000 per month
- 3 parklet operators said their parklet brings their business an extra $15,000 per month
- 1 parklet operator said their parklet brings their business an extra $17,000 per month
- 4 parklet operators said their parklet brings their business an extra $20,000 per month
- 1 parklet operator said their parklet brings their business an extra $24,000 per month
- 2 parklet operators said their parklet brings their business an extra $30,000 per month

Removing car parking (businesses with parklets)

- 76% of parklet operators said removing car parking has had a very positive impact or some positive impact on the area
- 20% said removing car parking has had no impact
- 4% said removing car parking has had some negative impact

Removing car parking (businesses without parklets)

- 31% of business owners without parklets said removing car parking has had a very positive impact on the area
- 10% said removing car parking has had some positive impact
- 19% said removing car parking has had no impact
- 17% said removing car parking has had some negative impact
- 19% said removing car parking has had a very negative impact

Safety

- 100% of parklet operators said they feel their parklet is very safe or somewhat safe

Use

- 67% of businesses with parklets said their parklet is used by customers more than 80% of the time they're open
- 22% said their parklet is used between 60% and 80% of the time they're open
- 7% said their parklet is used between 40% and 60% of the time they're open
- 4% said their parklet is used between 20% and 40% of the time they're open

Future of parklets (businesses currently without parklets)

- 53% of businesses currently without parklets would not want a parklet if the option was made available to them
- 26% would want a parklet permanently
- 20% would want a parklet temporarily

Attachment 2 - Attachment 2 - Business owner summary

Future of parklets (businesses currently with parklets)

- 87% of parklet operators said they would apply for a parklet again, permanently
- 13% said they would apply for a parklet again, temporarily
- 0% said said they would not apply for a parklet again

Hypothetical permit fees

- 45% of businesses currently **without parklets** wouldn't be willing to pay anything for a parklet
- 27% would be willing to pay $500 per month for a parklet
- 12% would be willing to pay $1,000 per month for a parklet
- 9% would be willing to pay $1,500 per month for a parklet
- 3% would be willing to pay $2,000 per month for a parklet
- 3% would be willing to pay $10,000 per month for a parklet

- 38% of businesses currently **with parklets** said they wouldn't be willing to pay for a parklet
- 46% said they would be willing to pay $500 per month
- 6% said they would be willing to pay $1,000 per month
- 4% said they would be willing to pay $1,500 per month
- 2% said they would be willing to pay $2,000 per month
- 2% said they would be willing to pay $2,500 per month
- 2% said they would be willing to pay $5,000 per month