

Agenda

Planning Decisions Committee

6.30pm, Tuesday 28 February 2023

Richmond Town Hall

www.yarracity.vic.gov.au

The Planning Decisions Committee

The Planning Decisions Committee is a delegated committee of Council with full authority to make decisions in relation to planning applications and certain heritage referrals. The committee is made up of three Councillors who are rostered on a quarterly basis.

Participating in the Meeting

Planning Decisions Committee meetings are decision-making forums and only Councillors have a formal role. However, Council is committed 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 is an opportunity for both applicants and objectors to make a submission to Council in relation to each matter presented for consideration at the meeting.

Before each item is considered, the meeting chair will ask people in attendance if they wish to make submission. Simply raise your hand and the chair 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 chair;
- confine your submission to the planning permit under consideration;
- If possible, explain your preferred decision in relation to a permit application (refusing,
- granting or granting with conditions) and set out any requested permit conditions
- avoid repetition and restating previous submitters;
- refrain from asking questions or seeking comments from the Councillors, applicants 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 chair to make further comment or to clarify any aspects.

Following public submissions, the applicant or their representatives will be given a further opportunity of two minutes to exercise a right of reply in relation to matters raised by previous submitters. Applicants may not raise new matters during this right of reply.

Councillors will then have an opportunity to ask questions of submitters. Submitters may determine whether or not they wish to take these questions.

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

Planning Decisions Committee meetings are held at the Richmond Town Hall. The following arrangements are in place to ensure they are accessible to the public:

- Entrance ramps and lifts (via the entry foyer).
- Interpreting assistance is available by arrangement (tel. 9205 5110).
- Auslan interpreting is available by arrangement (tel. 9205 5110).
- A hearing loop and receiver accessory is available by arrangement (tel. 9205 5110).
- An electronic sound system amplifies Councillors' debate.
- Disability accessible toilet facilities are available.

1. Appointment of Chair

Councillors are required to appoint a meeting chair in accordance with the City of Yarra Governance Rules 2020.

2. Statement of recognition of Wurundjeri Woi-wurrung Land

"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."

3. Attendance, apologies and requests for leave of absence

Anticipated attendees

Cr Anab Mohamud
Cr Claudia Nguyen
Cr Bridgid O'Brien

Council officers

Daniel Herrmann (Co-ordinator Statutory Planning)
Chris Stathis (Acting Principal Planner)
Cindi Johnston (Governance Officer)

4. Declarations of conflict of interest

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. Confirmation of Minutes

RECOMMENDATION

That the minutes of the Planning Decisions Committee held on Tuesday 31 January 2023 be confirmed.

6. Committee business reports

Item		Page	Rec. Page
6.1	PLN22/0806 - 9 - 11 Old Heidelberg Road Alphington - The use of the land as a sub-acute facility (Hospital), installation of a bicycle hoop and a reduction to the bicycle requirements of Clause 52.34 of the Scheme.	5	34
6.2	PLN21/0836 - 25-35 River Boulevard and 15 Christine Crescent, Richmond: Development Plan Approval Application No. PLN21/0836 - construction of six (6) buildings, to a maximum height of eight (8) storeys, to provide 473 dwellings and one level of basement car parking (201 car spaces). Planning Permit Application No. PLN22/0142 - Reduction of car parking spaces in association with a residential use pursuant to part 18 of the Comprehensive Development Zone, Schedule 1: Victoria Gardens Comprehensive Development.	163	257
6.3	PLN21/0316 - 398 - 400 Johnston Street Abbotsford	758	832

6.1 PLN22/0806 - 9 - 11 Old Heidelberg Road Alphington - The use of the land as a sub-acute facility (Hospital), installation of a bicycle hoop and a reduction to the bicycle requirements of Clause 52.34 of the Scheme.

Report Summary

Purpose

1. This report provides Council with an assessment of the application at No. 9 – 11 Old Heidelberg Road Alphington for the use of the land as a sub-acute facility (Hospital), installation of a bicycle hoop and a reduction to the bicycle requirements of Clause 52.34 of the Scheme.

Key Planning Considerations

2. Key planning considerations include:
   (a) Clause 32.09 (Neighbourhood residential zone) and Clause 22.01 (Discretionary uses in the residential zone)
   (b) Clause 52.06 and Clause 18.02-2R (Car parking)
   (c) Clause 52.34 (Bicycle facilities)

Key Issues

3. The key issues for Council in considering the proposal relate to:
   (a) Use (sub-acute facility – Hospital)
   (b) Car parking and traffic
   (c) Bicycle parking and facilities
   (d) Objector concerns

Submissions Received

4. 180 objections were received to the application, these can be summarised as:
   (a) Non-residential use inappropriate in residential zone
   (b) Concerning proximity to school and high risk to safety and security
   (c) Removal of school gate enforced by the City of Yarra
   (d) Promotes illegal activities and crime in the area
   (e) Concerns relating to the existing nearby facilities
   (f) Traffic congestion and safety
   (g) Inadequate on-site car parking and pressure on-street car parking availability
   (h) Car parking and traffic review was undertaken on the school holidays
   (i) Increase movement of visitors and patients (from existing aged-care use)
   (j) Fences are not high enough, inadequate security
   (k) Loss of an aged-care facility
   (l) Objection to the construction of an aged-care facility

(m) Cigarette waste

(n) Limited local facilities for patients

5. Nine (9) letters of support were received to the application, these can be summarised as:

(a) Offers an important community / health service, particularly in the wake of the Covid-19 pandemic and a shortage of these facilities available

(b) Support of inclusive communities

(c) Facility will be run by a professional institution and is low risk

(d) Appropriate use of the existing facility

Conclusion

6. 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 recommendations:

(a) The Operational Management Plan updated to provide:

(i) Further details on in-patient check-in, including that it will be by appointment and limited to day-time business hours (9am to 5pm). Check ins should be spread throughout the work day to avoid congestion.

(ii) Details of day-leave arrangements, contained to the hours of 9am to 7pm, and how this will be documented and managed. This should include the commitment that pickup and drop off will be undertaken by the carer.

(iii) Commitment that visiting hours will only be permitted between 1pm and 3pm, or 5pm and 7pm on weekdays to avoid conflict with school pick up times. Further details of visitor sign in / out and arrangements.

(iv) Commitment that patients and visitors will be alerted of limited on-site parking prior to arrival and that details of public transport and car share options be provided.

(v) The external courtyards to be opened no earlier than 7am.

(vi) Details of “House rules” with regards to recreation and noise, particularly during the sensitive evening and night-time hours.

(vii) Details of smoking arrangements, with a designated area to be chosen away from sensitive interfaces and for receptacles to be provided and appropriately disposed of.

(viii) Commitment to assist / organise appropriate transportation for patients on departure (i.e. assist in organising pick-up from family or friends, provide public transport timetabling, ordering car share or taxi services).

(ix) Details of complaint procedures with a commitment that neighbours and Alphington Grammar School will be provided with a direct telephone number for contact and communication.

(x) That all day patients, out-patients and consultations will be on-site between 9am to 5pm only.

(xi) Details of the exclusion criteria for patients admissions, including a commitment that the facility will not provide for acute de-toxification/addiction services.

(xii) Further details of the security arrangement.

(b) Provide an additional bicycle hoop (installed and designed pursuant to Australian Standards);

(c) A Waste Management Plan, in accordance with the relevant details provided in the Traffic Management Plan and Operational Management Plan.

CONTACT OFFICER: **Jessica Sutherland**
TITLE: **Senior Statutory Planner**
TEL: **9205 5365**

6.1 PLN22/0806 - 9 - 11 Old Heidelberg Road Alphington - The use of the land as a sub-acute facility (Hospital), installation of a bicycle hoop and a reduction to the bicycle requirements of Clause 52.34 of the Scheme.

Reference	D23/37772
Author	Jessica Sutherland - Senior Statutory Planner
Authoriser	Acting Senior Coordinator

Ward:	Langridge Ward
Proposal:	The use of the land as a sub-acute facility (Hospital), installation of a bicycle hoop and a reduction of the bicycle requirements of Clause 52.34 of the Scheme.
Existing use:	Vacant (previously aged care)
Applicant:	HSPC Health Architects
Zoning / Overlays:	Neighbourhood Residential Zone (Schedule 2) *Urban Floodway Zone* *Adjacent to Transport 2 Zone* Environmental Significance Overlay (Schedule 3), Development Contributions Plan Overlay (Schedule 1), Design and Development Overlay (Schedule 1-J) *Land Subject to Inundation Overlay*
Area of Aboriginal Cultural Heritage Sensitivity	Yes
Date of Application:	21 October 2022
Application Number:	PLN22/0806

Planning History

1. Planning Permit PD7213 was issued by the City of Northcote on 8 July 1993 for *a Retirement Village*. The permit was acted on and relates to the existing building on the land.
2. Planning Permit PLN11/0754 was issued on 4 May 2012 for *buildings and works comprising a two-storey addition (plus basement car park) and aged care facility, minor alterations to the existing building, removal of vegetation and a reduction in the car parking requirements of the Yarra Planning Scheme*. The permit, however, was never acted on and has since expired.

Background

3. Many objections received reference the required removal of a security gate associated with Alphington Grammar and so a brief background will be provided for context.
4. It is understood that Alphington Grammar, which occupies sites on the north and south of Old Heidelberg Road, constructed a gate through Old Heidelberg Road, assuming the public land which continues to Darebin Creek as part of the school grounds. Following complaints from local residents relating to the obstruction of public land and access to Darebin Creek, the City of Yarra directed that the gate be removed. The gate has not been removed at the time of this report.



Image 1: the entry to Alphington Grammar School, gate across Old Heidelberg Road (Officer site visit, January 2023)

Planning Scheme Amendment C269

5. Amendment C269 proposes to update the local policies in the Yarra Planning Scheme by replacing the Municipal Strategic Statement (MSS) at Clause 21 and Local Planning Policies at Clause 22 with a Municipal Strategic Strategy and Local Policies within the Planning Policy Framework (PFF), consistent with the structure recently introduced by the State Government.

6. Amendment C269 was on public exhibition between 20 August 2020 and 4 December 2020 and proceeded to a panel hearing in October 2021. The Panel report was released on 18 January 2022. Council resolved on 19 April 2022 that having considered the Panel report, to submit the adopted Amendment to the Minister for Planning for approval. As such the amendment is now 'seriously entertained' policy.

7. The key sections to be considered in this report include:

   (a) Clause 02.01-8 and 02.03-6 (Economic development)

   (b) Clause 02.02-9 and 02.03-7 (Transport)

   (c) Clause 02.02 (Vision)

(d) Clause 11.03-1L (Activity centres)

(e) Clause 13.07-L (Interfaces and amenity)

(f) Clause 17.01-1 (Employment)

(g) Clause 18.01-2L (Sustainable Transport)

(h) Clause 18.02-4L (Car Parking)

Clause 02.01-8 and 02.03-6 (Economic development)	Relevantly recognises "health services based around major hospitals and their allied medical services are a major source of employment".
Clause 02.02-9 (Transport)	Recognises the extensive network of sustainable transport option in Yarra and relevantly states that "unrestricted car use and parking creates pressure in Yarra's streets.
Clause 02.02 (Vision)	The Yarra 2036 Community Vision statement is: *Yarra is a vibrant safe and inclusive environment. We celebrate and embrace our diversity and connection to each other and the land. Our community is empowered to work together and support one another with respect and trust.*
Clause 11.03-1L (Activity centres)	The policy relevantly recognises the Heidelberg Road Neighbourhood Activity Centre (from Coate Avenue to Como Street) and promotes "the retail and community roles of the activity centre".
Clause 13.07-1L (Interfaces and amenity)	This policy applies to non-residential use and development, giving consideration to noise, fumes and air emissions, storage and waste, light spill, overlooking and unsightly views.
Clause 17.01-1L (Employment)	This policy supports development that provides high quality amenity for workers.
Clause 18.02-3L (Sustainable transport) and 18.02-4L (Car parking)	These policies encourage development which promotes sustainable transport modes over private motor vehicles through thoughtful supply of car parking.

8. The above clauses are largely reflected in current planning policy and will not be contradictory to the proposed re-write of Clauses 21 and 22.

Aboriginal Cultural Heritage Significance

9. No buildings and works are proposed through this application other than internal works and the minor installation of a bicycle rack. As such, the application does not represent a 'high impact activity' pursuant to the Aboriginal Heritage Regulations 2018 and a Cultural Heritage Management Plan is not required.

The Proposal

Use

10. The use of the land as a sub-acute health facility (mild to moderate disorders) which provides services for general psychiatric (anxiety, depression, mood disorders) as well as trauma and stress related disorders (such as PTSD).

11. The Applicant has provided the following exclusionary (i.e. patients that will not be admitted) criteria for patient admissions:

    (a) High/severe patients currently meeting criteria to receive compulsory treatment under Vic Mental Health Act.

    (b) Complex medical conditions requiring medical interventions

    (c) Persons currently under a Community Treatment Order

    (d) Any persons under the age of 18 and require inpatient treatment or ECT.

    (e) Primary diagnosis of substance dependency and use

    (f) Has a primary diagnosis of an eating disorder

    (g) Persons wanting respite care or post-surgery

    (h) Behavioural management issues such as a history of aggression therapy and interfering behaviours.

12. The Applicant has also reiterated that the facility will not provide acute de-toxification/addiction services for its patients. The hospital admission policy will be that alcohol or drug related primary diagnosis or detoxification will be an inpatient exclusion criteria.

13. The use will be provided within the existing building (previously constructed as a retirement village), with internal alterations proposed to upgrade the facility (*no permit required for internal building and works*).

14. The use will cater for 30 in-patients (who will stay a fortnight on average), eight (8) day patients and four (4) outpatient consults on-site at any one time.

15. The Applicant has provided the following parameters with respect to patient appointments/movements:

    (a) The consulting suites will be operational between 9am to 9pm Monday to Friday for the following:

        (i) 9.00am to 5.00pm in-person consults

        (ii) 5.00pm to 9.00pm Doctor telehealth services (no patient visits)

    (b) Day Group and Psychology Programs (a max of 8 persons at any time)

        (i) Inpatient programs are catered for 32 patients across the day in group rooms (however, forecast to be 10 outpatient visits per day)

        (ii) Group programs are run from 9am – 3pm with individual groups running 2.5 hours

        (iii) Psychology Program 9.00am – 3.00pm (Individual hourly sessions)

        (iv) Maintenance TMS treatment from 8am to 5pm (45 minute appointments)

16. Due to the nature of the use, it will operate 7 days a week, 24 hours a day.

17. A maximum of 20 staff on premises is proposed during peak periods (comprising of an executive team, nurses, admin staff, doctors, allied health professional and catering staff). Four (4) staff (nurses and night manager) stay overnight (9pm – 6am).
18. The use of external courtyards will be restricted after 7pm every evening.
19. Visitor hours will be limited to 2-hours per day (expected to be between 1pm and 3pm or 5pm and 7pm).
20. In-patients will be permitted some leave, as follows:
    (a) No patients are permitted to leave within the first 48 hours except under circumstances that need to be documented in the patient's notes
    (b) The care arrangements for the patient during leave include the carer's capacity to provide suitable level of monitoring and supervision
    (c) Pickup and drop off into the hands of a carer is the operational standard
21. Security arrangements will include the following two-step approach:
    (a) A Service Level Agreement with Wilson's Security which will include regular patrolled visits and any additional Rapid Response support requested by management in the case of critical incident.
    (b) Security can be arranged to undertake patrolled visits at times perceived as critical times by Neighbours (i.e. school drop off and pick up times)
22. Deliveries will be limited to weekdays and will include two (2) x linin, one (1) x medication / supplies and three (3) x food deliveries.
23. Waste will be collected bi-weekly by a private contractor. The existing loading dock on-site will be relied upon for pick up.

Car parking and bicycle facilities

24. The use is provided 16 existing car parks (no change to the existing layout or crossovers).
25. One (1) bicycle hoop is proposed at the entry.

Existing Conditions

Subject Site

26. The subject site is located on the north side of Old Heidelberg Road, near to its junction with Heidelberg Road, in Alphington. It comprises of six (6) titles to create a site the area of 6,365sqm (the details of which are discussed below).
27. The site has a short frontage to Old Heidelberg Road of 32.1 metres, a north-western boundary to Heidelberg Road of 109.3 metres and is bound by the Darebin Creek and associated environs to the north-east, creating an irregular shaped allotment.
28. The site is developed with a generally single storey building previously occupied by a retirement village (approved by Planning Permit PD7213 in 1993) which generally presents to Old Heidelberg Road and has a notable setback (approximately 30 metres) from the Darebin Creek to its north-east.
29. The existing building has a floor area of 1,950sqm providing for 45 beds and has two (2) central courtyards. The site has two (2) existing crossovers to Old Heidelberg Road, allowing for vehicles to move through the car parking and drop-off zone in a clockwise direction. 16 car parking spaces are provided within the 11.5 metre front setback to Old Heidelberg Road under existing conditions.
30. The site is bound by a brick fence, approximately 2.5 metres high, along its north-west boundary to Heidelberg Road, and a high concrete wall along its western title boundary.

31. A metal wire fence is constructed along the rear of the building, separating it from the section of the site which has a steep, vegetated decline down to the Darebin Creek.



Image 2: The site frontage (east crossover) as viewed from Old Heidelberg Road (Officer site visit, January 2023)



Image 3: The site frontage (west crossover and western boundary wall) as viewed from Old Heidelberg Road (Officer site visit, January 2023)



Image 4: The vegetated rear of the site where it abuts Darebin Creek (roof of the subject building visible in background), Darebin Creek and associated bicycle trail in foreground (Officer site visit, January 2023)

Titles

32. As discussed, the site comprises of six (6) titles shown in the below image. The subject building, which occupies the south-west section of the site, is partially located in all titles.



Image 5: The title allotments that comprise the site (Decision Plans)

33. Lot 1 of TP015789E and Lot 1 of TP617776H (highlighted in green) are affected by Covenant 094781 which relates to the Transfer of Land. The covenant was created on 5 November 1900 and reads as follows (large sections are redacted or are illegible):

> *I, Elizabeth Annie Adams, of 444 Heidelberg Road Alphington Married Woman being registered as the proprietor of an estate in fee simple in the land hereinafter described subject to the encumbrances notified hereunder in consideration of the sum One hundred and fifty pounds paid to me by Norman David Underwood of Bank Street Alphington Motor-Mechanic and of the sum of Four hundred and twenty five pounds paid to the said Norman David Underwood by John Alfred Naylor of Yarra Street Alphington cabinet maker do hereby at the request and by direction of the said Norman David Underwood transfer to the said John Alfred Naylor all my estate and interest in all that piece of land being Lot two on Plan of Subdivision No. 7221 lodged in the Office of Titles and being part of Crown Portion One hundred and twenty one at Alphington Parish of Jika Jika County of Bourke and being part of the land described in Certificate of Title Volume 4088 Folio 817599. Together with all registered appurtenant easements and – to - and my transferees the registered proprietor or proprietors for the - being of Lots 3, 4,5 6 and 7 on the said – of drainage for surface water and for sewerage purposes - - is - with the Melbourne and Metropolitan Board of works - under or along so – Part of the land hereby transferred as is - blue in the said title of subdivision and the said Alfred John Naylor (to the intent that the hereafter easements on his land - find the land hereby transferred and successive - - - from time to time and then so by - -) both hereby for himself his heir executive administrator and transferees – with the said Elizabeth Annie Adams her heir executive administrator and transferees and other than – a – of the land – the Certificate of Title Lot 4088 fol 8174599 – to the said John Alfred Naylor – herein executive administrator or transferees will not erect or allow the erected on the land hereby transferred any building other than one new house with a slate or tile roof at a cost of not less than six hundred pounds – the plans and specifications of*

which dwelling - shall have – first submitted to and approved of by said Elizabeth Annie Adams or the executive or administrator (of any) and that no erection or hoarding for advertising purposes shall be erected upon the said land hereby transferred and it is agreed that the easements shall stay with the land and affirm so encumbered- - as – in the Certificate of Title to issue pursuant to the transfer.

34. The covenant, which relates to development of the land is not relevant to the proposed use. The covenant also references easements, which continue to be included on the title as follows:

    (a) Lot 1 of TP617776H shows a drainage easement through its centre.

    (b) Lot 3 on TP483021G, Lot 1 on TP141701S and Lot 1 on TP518079J with drainage easements extending to Darebin Creek

35. As no building and works are proposed, the easements are not affected by the proposal.

Surrounding Land

36. The surrounding area is generally residential with the exception of the existing aged-care, educational buildings associated with Alphington Grammar and commercial uses within the Alphington Neighbourhood Activity Centre (150 metres south of the site along Heidelberg Road).

37. To the north is the Darebin Creek and associated environs, across which is Sparks Reserve.

38. To the south is Old Heidelberg Road, a cul-de-sac which terminates near to the Alphington Grammars title boundary. After the road terminates, public land continues to extend to Darebin Creek to the east.



Image 6: The subject site and surrounds (YarraGIS, July 2022)

East

39. Abutting the south-east boundaries of the subject site are Nos. 13 and 15 Old Heidelberg Road, developed with single storey dwellings, and an allotment associated with No. 12 – 18 Old Heidelberg Road and occupied by a preschool.

South

40. To the south, across Old Heidelberg Road, is the main campus of Alphington Grammar School which is bound by the Darebin Creek and associated public reserves to its east and

south and by Lucerne Crescent to the west. The school generally presents as a two-storey building to Old Heidelberg Road and Lucerne Crescent and has a public entry to the building further to the east along Old Heidelberg Road. Outdoor recreational areas and other buildings are provided to the south of the building, with fencing provided along Lucerne Crescent. The school generally relies on car parks within the public road reserve.

41. Further west, along Old Heidelberg Road, is No. 6 - 8 Old Heidelberg Road (also known as 103 Lucerne Crescent) and No. 2 – 4 Old Heidelberg Road, both of which are developed with multiple contemporary townhouses (approved under Planning Permit PLN11/0974 and PL08/0032, respectively).

West

42. Abutting the site to the west is No. 838 – 852 Heidelberg Road (the Tower Hotel) which has a two-storey Italianate building currently being developed in accordance with Planning Permit PLN14/0590 for residential apartments.

43. Further west, across Heidelberg Road, are residential properties located within the City of Darebin.



Image 7: Old Heidelberg Road looking east, Alphington Grammar on corner to Lucerne Crescent to the right and the proposed apartments at No. 838 – 852 Heidelberg Road to the left (Officer site visit, January 2023)



Image 8: The western boundary of the site to Heidelberg Road (Officer site visit, January 2023)

General

44. The site is approximately 8 km north-east of Melbourne's central business district and is reasonably serviced by the following sustainable transport options:

    (a) Alphington Train Station (700 metres walking distance) to the south-west

    (b) Bus route 546 to Melbourne University along Heidelberg Road, with the nearest bus stops located near to the corner with Old Heidelberg Road

    (c) Walking and cycling tracks associated with the Darebin Creek environs immediately to the north of the site.

45. Car parking within the immediate area consists of:

    (a) Unrestricted (parallel and angled) parking along the southern side of Old Heidelberg Road

    (b) 5-minute restricted parking along the west side of Lucerne Crescent during school pick up and drop off times (unrestricted at all other times).



Image 9: Heidelberg Road looking north to the bus stop (foreground) and Y-intersection with Old Heidelberg Road (background) (Officer site visit, January 2023)

Planning Scheme Provisions

Definitions

Sub-acute facility (Hospital)

46. Clause 73.03 (Land us terms) defines a "Hospital" as *land used to provide health services (including preventative care, diagnosis, medical and surgical treatment, and counselling) to persons admitted as in-patients. It may include the care or treatment of out-patients*. A "Hospital" is not nested under any other category in the Yarra Planning Scheme.

47. The Victorian Department of Health provides the following information on "subacute mental health services" (Victorian Department of Health, Subacute mental health services):

    Subacute services provide transitional treatment and rehabilitation to minimise the need for hospitalisation.

    They promote independence and quality of life for people with a mental illness at a crucial point of recovery or relapse.

Prevention and recovery care (PARC) services are subacute, in that they provide a step up from a person's home or a step down from an acute inpatient unit.

Zoning

Neighbourhood Residential Zone (Schedule 1)

48. Pursuant to Clause 32.09-2, a Hospital is not listed in Table 1 and as such is a section 2 use – permit required.

49. Pursuant to Clause 32.09-9, a permit is required to construct a building or construct or carry out works for a use in Section 2 of Clause 32.09-2. However, pursuant to Clause 62.02-2 the internal buildings and works are exempt from the permit requirements given that the internal rearrangement do not increase the gross floor area of the existing building. As such, the installation of the bicycle rack is the only buildings and works permit trigger in this instance.

50. A purpose of the Zone is to *allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations*.

51. The north-east section of the site is located in the *Urban Floodway Zone* (identified in blue in the below map), however, the existing building is located entirely with the Neighbourhood Residential Zone (pink).



Image 10: Zoning map (VicPlan, February 2023)

Overlays

Development Contributions Plan Overlay (Schedule 1)

52. Pursuant to Clause 45.06-1, *a permit must not be granted to subdivide land, construct a building or construct or carry out works until a development contributions plan has been incorporated into this scheme*.

53. The subject application is not proposing to subdivide or to construct or carry out works and therefore, the requirements of the overlay are not applicable.

Environmental Significance Overlay (Schedule 3)

54. Pursuant to Clause 42.01-2, a permit is required to construct or carry out works and as such, a permit is required under the overlay to install the bicycle hoop.

55. The north-east section of the site is affected by the *Design and Development Overlay (Schedule 1-J)* and *Land Subject to Inundation Overlay,* however, does not affect the area in which the bicycle hoop is proposed and as such are not applicable to the subject application.

Particular Provisions

Clause 52.06 – Car parking

56. Pursuant to Clause 52.06-1, Clause 52.06 applies to a new use.

57. Pursuant to Clause 52.06-2, before a new commences the number of car parking spaces required under Clause 52.06-5 must be provided to the satisfaction of the responsible authority.

58. A car parking rate for a Hospital is not included in Table 1 at Clause 52.06-5 and as such, pursuant to Clause 52.06-6, car parking spaces must be provided to the satisfaction of the responsible authority.

59. As the Hospital use is not listed in Table 1 at Clause 52.06-6 a permit is not triggered pursuant to Clause 52.06-3.

Clause 52.34 – Bicycle facilities

60. A new use must not commence until the required bicycle facilities have been provided on the land (i.e. within the title boundaries of the subject site). Table 1 to Clause 52.34-5 states that a hospital must provide for:

    (a) 1 bicycle space to each 15 beds for employee/residents

    (b) 1 bicycle spaces to each 30 beds for visitors

61. Clause 52.34-5 outlines that if the applicable requirement is not a whole number, then the requirement is to the nearest whole number. If the fraction is one-half, the requirement is the next whole number.

62. The proposed use (which provides 32 beds) is required to provide three (3) bicycle spaces. The proposal includes one hoop, providing for two bicycle spaces, and thus falls short of the statutory requirement by one (1) space.

63. Pursuant to Clause 52,34-2, a permit is required to vary, reduce or waive the bicycle requirement of Clause 52.34-5.

64. Pursuant to Clause 52.34-3, an application 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.

General Provisions

Clause 65 (Decision Guidelines)

65. 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 Municipal Planning Strategy and the Planning Policy Framework, as well as the purpose of the zone, overlay and any other provision.

66. Pursuant to Clause 65.01 of the Scheme, before deciding on an application, the responsible authority must consider, as appropriate, the matters set out in section 60 of the Act.

67. Section 60(1A)(g) of the *Planning and Environment Act* 1987 states that:

    Before deciding on an application, the responsible authority if the circumstances appear to so require may consider –

    > *Any other strategic plan, policy statement, code or guideline which has been adopted by a Minister, government department, public authority or municipal council.*

Access and Inclusion Strategy (2018 – 2024)

68. To this point, the City of Yarra's *Access and Inclusion Strategy* (2018 – 2024) provides discussion on mental and physical disabilities, including mental health, and includes the following relevant considerations:

We see that many barriers [that] people with disability face come from our society. Having full and equal access to services, jobs and the community can be prevented by attitudes, the environment and actions.

We want to remove barriers faced by people with disability in our community by:

- *Protecting all human rights and freedoms*
- *Providing equal opportunities for everyone*
- *Promoting respect*

Planning Policy Framework (PPF)

69. The relevant clauses are as follows:

Clause 11.01 (Victoria)

Clause 11.01-1S (Settlement)

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

Clause 11.02 (Managing Growth)

Clause 11.02-1S (Supply of urban land)

71. The objective of this clause is:

(a) To ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses.

Clause 15.01-4S (Healthy neighbourhoods)

72. The objective of the 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 15.01-4R (Healthy neighbourhoods – Metropolitan Melbourne)

73. The strategy is to:

(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 from their home.

Clause 17.01 (Employment)

Clause 17.01-1S (Diversified economy)

74. The objective of this clause is to "*strengthen and diversify the economy*".

75. Strategies to achieve the objective relevantly include:

(a) Facilitate growth in a range of employment sectors, including health, education, retail, tourism, knowledge industries and professional and technical services based on the emerging and existing strengths of each region.

(b) Improve access to jobs closer to where people live.

Clause 17.02 (Commercial)

Clause 17.02-1S (Business)

76. The objective of this clause is:

(a) To encourage development that meets the community's needs for retail, entertainment, office and other commercial services.

Clause 17.02-2S (Out-of-centre development)

77. The objective of this clause is:

(a) To manage out-of-centre development.

78. Strategies to achieve this objective include:

(a) Ensure that out-of-centre proposal are only considered where the proposed use or development is of net benefit to the community in the region served by the proposal or provides small scale shopping opportunities that meet the needs of local residents and workers in convenient locations.

Clause 18.02 (Movement Networks)

Clause 18.02-1S (Sustainable personal transport)

79. The objective of this clause is:

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

Clause 18.02-1R (Sustainable personal transport – Metropolitan Melbourne)

80. A relevant strategy of this clause is to:

(a) Improve local travel options for walking and cycling to support 20 minute neighbourhoods.

Clause 18.02-2S (Public Transport)

81. 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.

Clause 18.02-2R (Principal Public Transport Network)

82. A relevant strategy of this clause is to:

(a) Maximise the use of existing infrastructure and increase the diversity and density of development along the Principal Public Transport Network, particularly at interchanges, activity centre and where principal public transport routes intersect.

Clause 18.02-4S (Car parking)

83. The objective of this clause is:

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

Clause 19.02-1S (Health facilities)

84. The objective of this clause is:

(a) *To assist the integration of health facilities with local and regional communities*.

85. The relevant strategies to achieve the objective include:

(a) Facilitate the location of health and health-related facilities (including acute health, aged care, disability services and community car facilities) taking into account demographic trends, the existing and future demand requirements and the integration of services into communities.

(b) Provide adequate car parking for staff and visitors of health facilities.

Local Planning Policy Framework (LPPF)

Clause 21.04 (Land Use)

Clause 21.04-4 (Community facilities, hospitals and medical services)

86. The clause provides the relevant objectives and corresponding strategies:

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

    (b) Objective 10: to provide accessible community services.

    (c) Strategy 10.2: Encourage community facilities to locate where they are easily accessible by public transport.

    Clause 21.06 (Transport)

    Cluse 21.06-2 (Public transport)

87. The objective of this clause is to "*facilitate public transport usage*".

88. The strategy to achieve this objective is to:

    (a) Require new development that generates high numbers of trips to be easily accessible by public transport.

    Clause 21.06-3 (The road system and parking)

89. The objectives of the clause are:

    (a) To reduce the reliance on the private motor car.

    (b) To reduce the impact of traffic.

    Clause 21.08 (Neighbourhoods)

    Clause 21.08-6 (Fairfield – Alphington)

90. Figure 15 (*Neighbourhood Map: Fairfield/Alphington*) shows the subject site being near to the Alphington Neighbourhood Activity Centre (NAC) and the off road pedestrian cycle link adjacent to Darebin Creek.

Relevant Local Policies

Clause 22.01 (Discretionary Uses in the Residential 1 Zone)

91. This policy applies to land in the Residential 1 Zone and the objective of the clause is "*to ensure that residential amenity is not adversely affected by non-residential uses*".

92. Clause 22.01-3 provides policy guidelines to assist in determining the appropriateness of non-residential uses within the neighbourhood residential zone. These will be discussed within the *Assessment* section of this report.

Advertising

93. The application was advertised under the provisions of Section 52 of the *Planning and Environment Act (1987)* by 44 letters sent to surrounding owners and occupiers and by two (2) signs displayed on site. Council received 180 objections and nine (9) letters of support, the grounds of which are summarised as follows):

94. *Objections*

    (a) Non-residential use inappropriate in residential zone

    (b) Concerning proximity to school and high risk to safety and security

    (c) Removal of school gate enforced by the City of Yarra

    (d) Promotes illegal activities and crime in the area

    (e) Concerns relating to the existing nearby facilities

    (f) Traffic congestion and safety

    (g) Inadequate on-site car parking and pressure on-street car parking availability

    (h) Car parking and traffic review was undertaken on the school holidays

(i) Increase movement of visitors and patients (from existing aged-care use)

(j) Fences are not high enough, inadequate security

(k) Loss of an aged-care facility

(l) Objection to the construction of an aged-care facility

(m) Cigarette waste

(n) Limited local facilities for patients

95. *Letters of support*

(a) Offers an important community / health service, particularly in the wake of the Covid-19 pandemic and a shortage of these facilities available

(b) Support of inclusive communities

(c) Facility will be run by a professional institution and is low risk

(d) Appropriate use of the existing facility

96. Although the application was advertised, an application to reduce the bicycle parking facilities of the Yarra Planning 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.

97. Further, as discussed, the number of car parking spaces to be provided is to the satisfaction of the Responsible Authority. It was found by the member for *Miller v Yarra CC* [2019] VCAT 493 that where the car parking is required to be to the satisfaction of the Responsible Authority, there is no permit trigger under Clause 52.06 (Car Parking) or any associated review rights (pursuant to Section 82(1) of the Act).

98. A planning consultation meeting was not held.

Referrals

99. The referral comments are based on the Decision Plans.

Internal Referrals

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

(a) Engineering Services Unit.

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

OFFICER ASSESSMENT

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

(a) Use (subacute facility - Hospital):

a. Strategic support / Location

b. Scale of the use and off-site amenity impacts

(b) Car parking, traffic, deliveries and waste

(c) Bicycle facilities

(d) Objector concerns

Use (subacute facility – Hospital)

103. The assessment will be directed by the relevant decision guidelines of the Neighbourhood Residential Zone at Clause 32.09 and applicable local planning policies - in particular, Clause 22.01 (*Discretionary Uses in the Residential 1 Zone*).

Strategic support / Location

104. The site context within Alphington and within a neighbourhood residential zone is a key consideration in assessing the proposed use. As discussed, a purpose of the Zone is to *allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations*. Similarly, Clause 17.01-2 (Out-of-Centre development) of the State Planning Policy Framework, relevant to sites not within a major activity centre, aims to "*ensure that out-of-centre proposal[s] are only considered where the proposed use or development is of net benefit to the community and the region*".

105. As discussed within the applicant's planning report, and highlighted in the letters of support received, the proposed hospital offers support and care in a post-pandemic setting where there has been a particular strain on the health and mental health services within the state.

106. According to Victoria's 10-year mental health plan, as prepared by the Victorian Department of Health and Human Services (November 2015), 45% of the population will experience mental illness in their lifetime, with 11% of the population experiencing mild, and 6% moderate, mental illness each year. It is also noted that a notable proportion (75%) of mental health problems occur before the age of 25.

107. However, although 1.2 million Victorian's experience mental illness and seek to access Commonwealth-funded or Medicare subsidised mental health services, the public sector currently provides services / treatment for only 65,000 (5.4%).

108. Moreover, although 55% of the population may never experience mental illness it is acknowledged by the plan that they may end up being family, carers and friends of people with mental illness and may also need support to build resilience.

109. The City of Yarra's Access and Inclusion Strategy specifically recognises the barriers faced by people with mental and physical disabilities (including mental health) which are perpetuated by societal attitudes and stigmas. The strategy aims to remove these barriers and improve access to services by providing equal opportunities and promoting respect within the community.

110. As such, the proposed sub-acute facility, which caters for voluntary in-patients with mild to moderate mental health disorders (such as depression, anxiety or PTSD), is appropriately providing a community benefit as encouraged by Clause 17.01-2 and is supported by the Yarra 2036 Community Vision statement (proposed Clause 02.02) which reads:

    …Our community is empowered to work together and support one another with respect and trust.

111. In ascertaining the net community benefit/local need of a proposal for a health facility within a neighbourhood residential zone, the member for the *LCM Calvary Health Car Holdings Ltd v Glen Eira CC* (Red Dot) [201] VCAT 655, made the following relevant statements:

    [65] Many Tribunal decisions address what is a local need and whether a proposal with, for example, a regional catchment undermines or offends a residential zone purpose about local need. Local need does not require that every user of the facilities on-site must reside within an area which could be defined as 'local'. Frequently, non-residential uses draw from a wide catchment, but also include persons from the immediate neighbourhood.

112. The member acknowledges in their decision that the "need" or community benefit was a factor in their position of support, however, reiterated that community benefit alone should not over-ride other considerations of the Scheme. Nevertheless, Council Officers consider that the proposed hospital provides for a clear community benefit whilst also enjoying policy support.

113. Policies within the Scheme support community services (such as hospitals) within inner-city residential areas with good access to sustainable transport options. In a broader sense, there is a clear policy directive within the Planning Scheme to improve access to jobs and services closer to where people live (Clause 17.01-1S and Clause 21.04-4).

114. More specifically, the Scheme gives clear direction of the appropriate locations for health services. Clause 19.02-1S (Health facilities) and Clause 21.04-4 (Community facilities, hospitals and medical services) encourage an integration of health facilities with local communities to ensure that these services are accessible to the community and reflective of its needs.

115. In this instance, the proposed use is located within close proximity to the Alphington Train Station, bus routes along Heidelberg Road, the Alphington Neighbourhood Activity Centre and the various bicycle networks. In terms of its strategic context the subject site is therefore considered to be an example of such a location described in various Local and State policy.

116. Moreover, the policies of the Discretionary Uses in the Residential 1 Zone at Clause 22.01-3 are highly relevant to the subject proposal.

117. It is policy in Clause 22.10-3 that:

    - *Existing buildings constructed for non-residential purposes are the preferred location for non-residential uses.*
    - *Except on land adjoining and gaining direct access from a road in a Road Zone:*
        - *all required car parking should be on-site*
        - *the scale of the proposed use should be compatible with providing service to the local residential community*
    - *Hours of operation should be limited to 8am to 8pm except for convenience shop.*
    - *Noise emissions should be compatible with a residential environment.*

118. Clause 22.01-3 states that existing buildings constructed for non-residential purposes are the preferred location for non-residential uses. The existing facility, which was first approved in 1993, is designed for the purpose of a retirement village. The needs of this use, which fundamentally is for live-in patients in a health care facility, are comparable to the proposed mental health facility, and as such only modest internal upgrades are proposed or required. The proposed use is reducing the number of beds from 45 under existing conditions to 32. As such, it is not expected that the new proposal will unreasonably intensify the scale or associated impacts of using the building for health care purposes. The building, and associated existing use, is already provided the relevant infrastructure required to provide health care services for in-patients, including a designated on-site drop off zone, waste areas, kitchen and laundry facilities, courtyards internal to the building and fencing on most perimeters.

119. With regards to car parking and access, the subject site is adjoined by Heidelberg Road (characterised as a road in a Transport Zone), however, the site is provided access from Old Heidelberg Road under existing conditions. The existing access arrangement allows for vehicles to enter the western crossover and exit the eastern crossover in a clockwise direction. Further, the building is provided 16 on-site car parking spaces under existing conditions; a provision, that will be discussed below, and is supported by Council's Engineering Services Unit.

120. Although the use will operate 24 hours a day, seven days a week, movement of patients, staff and visitors will largely be restricted to the daytime hours (9am to 5pm). This means that for all intents and purposes, the active hours of the use is consistent with those encouraged by Clause 22.10-3. Outside of these hours, it is not expected that the in-patient facility will function much differently than the existing 45 bed aged-care facility on site. As will be discussed, these aspects of the proposal are outlined within the submitted Operational Management Plan, which will be endorsed to form part of any permit issued to ensure that any potential for off-site amenity impacts area appropriately managed by the operator.

121. Finally, as will be elaborated on below, it is not expected that the Hospital will result in adverse amenity impacts with regards to noise, waste or light spill and as such, can be appropriately accommodated for within the existing building without unreasonably impacting the amenity of the area.

Scale of use and amenity impacts

122. The proposal is for a subacute mental health facility providing therapeutic services for people with mild to moderate disorders, including anxiety, depression and PTSD. As discussed, the Victorian Department of Health characterises subacute as *services [which] provide transitional treatment and rehabilitation to minimise the need for hospitalisation*. The use will cater for 30 in-patients (who will stay a fortnight on average), and eight (8) day patients and four (4) outpatient consults on-site at any one time. The day patients will frequent the facility 3 to 4 days per week for approximately 3 hours, between the hours of 9am and 5pm Monday to Saturday. Outpatient consults will be generally one hour in length also between the hours of 9am to 5pm. To ensure the scale of the proposed use does not increase over time, conditions will be included in the recommendation to enforce these limits.

123. Many of the objections raised concerns in relation to the risk that the patients of the facility would pose to the community. This appears to be the prominent concern raised and often relied on the misrepresentation of the in-patients as being dangerous or convicted criminals.

124. These sorts of fears are considered misplaced given the nature of the facility is to provide care for moderate mental illnesses with patients who are voluntary only. Council Officers want to emphasise that the proposed facility is not comparable to the nearby Thomas Embling Hospital which caters for patients who are generally admitted from the criminal justice system under the Crimes (Mental Impairment and Unfitness to be Tried) Act 1997, Mental Health Act 2014 or the Sentencing Act 1991. The subject proposal is only for sub-acute disorders such as depression, anxiety or trauma related disorders, with patients who attend in a voluntary nature. As above, the applicant has clarified that patient intake will exclude the following:

    (a) High/severe patients currently meeting criteria to receive compulsory treatment under Vic Mental Health Act.

    (b) Complex medical conditions requiring medical interventions.

    (c) Persons currently under a Community Treatment Order

    (d) Any persons under the age of 18 and require inpatient treatment or ECT.

    (e) Primary diagnosis of substance dependency and use

    (f) Has a primary diagnosis of an eating disorder

    (g) Persons wanting respite care or post-surgery

    (h) Behavioural management issues such as a history of aggression therapy and interfering behaviours.

125. Further, the Applicant has confirmed that the facility will not provide for acute de-toxification/addiction services for its patients and that the hospital admission policy will be that alcohol or drug related primary diagnosis or detoxification will be an inpatient exclusion criteria.

126. For these reasons, Council Officers do not agree with the prevailing sentiment that the patients of the subject facility would pose a safety risk to children and the community, nor that additional security measures (such as high security fencing, restraints etc), would be appropriate. The applicant has provided further details to the proposed security arrangement stating that they will enter a Service Level Agreement with Wilson's Security which will include regular patrolled visits and any additional Rapid Response support requested by management in the case of a critical incident.

127. With consideration of the above, that the following operational procedures, as outlined in the Operational Management Plan, are suitable:

    (a) During peak periods there will 16 staff on site. Evening activity will be limited to a nursing shift changeover of 2 to 3 staff members.

    (b) External courtyards will be closed from 7pm.

(c) Visiting hours will be limited to a 2-hour period each day, generally between 1pm and 3pm, or 5pm and 7pm.

(d) Signage will be displayed on site to direct any community health incident to the nearest acute, emergency facility.

(e) The contact number for the Manager in Charge of the facility will be displayed to allow for enquiries or concerns from the general public.

(f) All staff will have fob access (swipe card) for entry points, with sensor and fixed lighting in place in the evening.

(g) Security services (Wilson's security) will be engaged to patrol the site at set frequencies during the night, including nursing shift change-over and also for incident response.

(h) Deliveries will be up to 2 x linen, 1 x medication / supplies, and 3 x food per week.

(i) The facility will not produce any hazardous or clinical waste. Any sharps and sanitary bins will be collected by contracted services weekly.

(j) Confidential waste (documents) will be removed by contractors monthly.

128. Subject to the following information and clarifications being included via condition:

(a) Further details on in-patient check-in, including that it will be by appointment and limited to day-time business hours (9am to 5pm). Check ins should be spread throughout the workday to avoid congestion.

(b) Details of day-leave arrangements, contained to the hours of 9am to 7pm, and how this will be documented and managed. This should include the commitment that pickup and drop off will be undertaken by the carer.

(c) Commitment that visiting hours will only be permitted between 1pm and 3pm, or 5pm and 7pm on weekdays to avoid conflict with school pick up times. Further details of visitor sign in / out and arrangements should be provided.

(d) Commitment that patients and visitors will be alerted of limited on-site parking prior to arrival and that details of public transport and car share options be provided.

(e) The external courtyards to be opened no earlier than 7am.

(f) Details of "House rules" with regards to recreation and noise, particularly during the sensitive evening and night-time hours.

(g) Details of smoking arrangements, with a designated area to be chosen away from sensitive interfaces and for receptacles to be provided and appropriately disposed of.

(h) Commitment to assist / organise appropriate transportation for patients on departure (i.e. assist in organising pick-up from family or friends, provide public transport timetabling, ordering car share or taxi services)

(i) Details of complaint procedures with a commitment that neighbours and Alphington Grammar School will be provided with a direct telephone number for contact and communication.

(j) That all day patients, out-patients and consultations will be on-site between 9am to 5pm only.

(k) Details of the exclusion criteria for patient admissions, including a commitment that the facility will not provide for acute de-toxification/addiction services.

(l) Further details of the security arrangement.

129. Although the operations of the facility will be enforced by Council by way of the Operational Management Plan, the facility will be aptly regulated by various other government bodies and agencies including the Australian Council on Health Care Standards, the Australian Health Practitioner Regulation Agency, Office of Chief Psychiatrist Vic, Essential Services Vic, the

Private Psychiatric Hospitals Data Reporting and Analysis Service and the Department of Health, to ensure the facility is appropriately operated by industry standards.

130. With regards to noise emissions, the proposed subacute facility is not anticipated to create unreasonable noise within the surrounding residential neighbourhood. The facility provides therapeutic and remedial health services to its patients, the nature of which would have similar noise emissions to a residential use. Each consultation room is enclosed, and the appointments would be generally conversational, rather than relying on any machinery. The activity of people on-site (in-patients, visitors and staff) would be comparable to the noise emissions of the existing 45 bed aged-care.

131. It is acknowledged that the use will likely result in additional people in the area throughout the day. However, Old Heidelberg Road already functions as an active street with the previous aged-care facility, preschool and Alphington Grammar all provided access from the cul-de-sac. General noise produced from people arriving and leaving (including talking and car noises) is not considered unreasonable for the site context and will be reasonably limited by the commitments of the Operational Management Plan restricting the visiting and out-patient hours.

132. Although it is unlikely that the type of equipment required for a subacute mental health facility would create noise emissions greater than typical domestic services, Council's standard conditions relating to noise emissions will be included in the recommendation, consistent with policy objectives at Clause 22.01 of the Scheme regarding noise.

133. Finally, any lighting on after hours would be no different to that of the existing aged-care use and would be generally consistent with light spill from a residential apartment building. Nevertheless, a condition will be included within the recommendation requiring that any external lights be baffled to avoid light spill.

Car parking, traffic, deliveries and waste

134. State and local planning policies including Clause 18.02-1S (Sustainable personal transport), Clause 18.02-2R (Principal Public Transport Network) and Clause 21.06 (Transport) encourage less private motor vehicle dependence and improved sustainable transport use. Nevertheless, each application for a reduction must be assessed on the individual merits of the proposal.

Car parking availability and demand

135. As mentioned earlier in the report, the proposed use of the land as a hospital requires that car parking be provided to the satisfaction of the Responsible Authority. 16 car parking spaces are provided on-site under existing conditions, with no proposed changes to the layout or access arrangements. Vehicles will continue to enter the site from the western crossover from Old Heidelberg Road, moving in a clockwise direction through the drop-off zone and exiting from the eastern crossover to Old Heidelberg Road.

136. A Traffic Impact Assessment (prepared by One Mile Grid and dated 9 November 2022) was submitted with the application and provides an assessment on the site context, existing use and associated car parking demand and sustainable transport options. The car parking demand assessment relies on the Journey to Work data from the 2016 ABS Census which indicated that 56% of people working within the City of Yarra drove to work. However, it is acknowledged that this section of Alphington is not as highly serviced compared to other areas and a more conservative rate of 70% is relied upon. It is noted that the assessment references a maximum of 20 staff, however, the planning report and Operation Management Plan state a maximum of 16 staff. This will be required by condition and should be relied upon for the purposes of this assessment. Based on One Mil Grid's assessment, the staff will require a maximum of 12 car parking spaces.

Further, One Mile Grid expect that in-patients will be discouraged to drive their own vehicle to the site, and thus assume a demand of 2 spaces to accommodate pick up and drop off (10% of daily peak).

137. The Traffic Impact assessment was reviewed by Council's Engineering Services Unit who considered a rate of 0.5 spaces per in-patient and 0.8 spaces per staff member to be appropriate, based on the Brisbane City Council City Plans 2014 rate for hospitals. This would require 13 spaces for staff at peak times and 15 spaces for in-patients.

138. Based on these calculations, it is expected that at peak times the use may result in an overflow of approximately 12 spaces. This is accepted for the following reasons:

    (a) Given that only 3 to 4 staff will be onsite in the evening / night times, and out- patients and visitors will be restricted to the daytime hours, the use is not expected to have any overflow impacts in the evening or at night time when residents will likely require on-street parking spaces.

    (b) Visitor hours will be limited to 1pm to 3pm or 5pm to 7pm via condition to avoid conflicts with school pick up and drop off. Regardless, all parking along the northern section of Lucerne Crescent is restricted to 5 minutes at 8.15 to 9.15am and 2.45 to 4pm on school days. As such, patients, staff and visitors will not be able to park on Lucerne Crescent during these times and will not impact the availability of short-term parks for school parents.

    (c) Both One Mild Grid and Council's Engineering Services consider that the on-street parking demand is low to moderate in Alphington during business hours, and thus consider it to have the capacity to accommodate any occasional overflow during the day. One Mild Grid carried out a review of the nearby car parking and found that parking utilisation varied between 12% and 63% capacity, with a minimum of 83 spaces remaining vacant. The review was carried out Friday 14th October 2022, between 7:00am and 7:00pm; and Saturday 15th October 2022, between 7:00am and 7:00pm.

    (d) A condition has been included requiring that the operator alert patients and visitors in advance of car parking arrangements and to encourage them to seek alternative modes of transport.

    (e) Council's Engineers considered that 16 spaces to be acceptable, citing that the site is well positioned to access sustainable transport options and walking and bicycling tacks in the area, and the following public transport services:

        (i) Heidelberg Road buses – 100 metre walk

        (ii) Alphington railway station – 410 metre walk

        (iii) Wingrove Street buses – 430 metre walk

        (iv) Darebin railway station – 640 metre walk

    (f) A bicycle hoop, providing two (2) spaces is proposed and a condition will require another hoop to be installed (to be discussed), encouraging visitors and staff to utilize the adjacent bicycle network and ride to the facility.

    (g) Patients and employees and visitors will not be eligible for parking permits. Council's standard note will be included on any permit accordingly.

Traffic

139. In determining the traffic impacts, One Mile Grid rely on case studies undertaken for a number of hospitals in the inner suburbs of Melbourne which indicate average traffic generation rates of 0.32 and 0.26 movements per spaces during the AM and PM peaks respectively. Nevertheless, One Mile Grid have adopted the more conservative figure of 0.5 per car space to reflect rates for outer suburbs. They therefore predict that the use will generate 8 car movements every hour during the peak business hours. This is considered acceptable for the following reasons:

    (a) The traffic generated by the mental health facility is likely to be commensurate to the existing use of the land for aged-are.

(b) Various conditions have been included, plus the commitments within the Operational Management Plan, to cap the number of patients, staff and visitors and to create a reasonable dispersal of traffic, outside of school drop off / pick up times and within the typical day time business hours only.

(c) The existing vehicle access arrangement is well designed to allow for vehicles to drive through the site, through the drop-off zone and back out onto Old Heidelberg Road to avoid any congestion on the roads outside of the site.

(d) Council Engineers do not have concerns with the predicted traffic generation.

Deliveries and waste

140. A loading area is proposed to the northeast of the car park which will facilitate the site's loading and waste collection requirements. This is an existing condition that is not proposed to be modified. Council's traffic engineers considered that the access arrangement is adequate in that the swept path diagrams for a 6.4 metre long Small Rigid Vehicle demonstrate adequate turning movements to and from the loading area via Old Heidelberg Road.

141. As previously mentioned, the Operational Management Plan outlines various deliveries and waste collections proposed for the use (including linens, medical supplies and food). It is expected that waste volumes for the proposed 32 bed mental health facility would not be higher than the existing 45 bed aged-care and that waste can be accommodated in the internal waste rooms. Nonetheless, a Waste Management Plan will be required by condition to provide details on all waste streams, including organic, glass and electronic waste to ensure that the on-site waste management is appropriately catered for.

142. Council's standard conditions requiring private waste contractors and restricting the hours of any deliveries will be included in the recommendation.

143. Finally, Council's standard condition will require that the use does not detrimentally affect the amenity of the area, including by:

(a) the transport of materials, goods or commodities to or from 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.

Bicycle facilities

144. As discussed, a new use must not commence until the required bicycle facilities have been provided on the land (i.e. within the title boundaries of the subject site). Clause 52.34-5 requires that the use provide two (2) spaces for employee and residents and one (1) for visitors.

145. The proposal includes one hoop, providing for two bicycle spaces, and thus falls short of the statutory requirement by one (1) space. Pursuant to Clause 52,34-2, a permit is required to vary, reduce or waive the bicycle requirement of Clause 52.34-5.

146. It is considered that there is ample space to provide another hoop at the building entry and as such a condition will require the installation of one (1) additional bicycle hoop (providing two additional spaces) on the land and to be designed in accordance with Australian Standards. This will exceed the statutory requirements of Claus 52.34 by one (1) space.

147. The installation of bicycle hoops adjacent to the existing building entry is minor in the scope of the building and would not adversely impact neighbouring sensitive uses, the functionality / on-site amenity of the subject building, or the sensitive environs to the rear (north) of the site.

Objector concerns

(a) Non-residential use inappropriate in residential zone

This matter has been discussed at paragraphs 110 – 127. A hospital is a permitted use within the Neighbourhood Residential Zone and is recognised as a use that can be appropriate in a residential zone when appropriately designed and managed. The various conditions outlined in the recommendation, and commitments outlined with the Operational Management Plan, will ensure the proposed use will be appropriate for the residential context.

(b) Concerning proximity to school and high risk to safety and security

This matter has been discussed at paragraphs 128 - 135. Council Officers consider that patients of a subacute facility, which caters for mild to moderate disorders such as depression, anxiety and PTSD, are low risk to other persons and provides a much-needed health resource to the local area.

(c) Removal of school gate enforced by the City of Yarra

This has been touched on at paragraphs 9 - 10 and is not relevant to the subject application for a subacute facility. The Statutory Planning Department would consider any application for a new gate on Alphington Grammar School's land, subject to its own merits.

(d) Promotes illegal activities and crime in the area

Despite concerns raised in objections, the proposed facility does not specifically cater for drug and alcohol rehabilitation, nor is an acute facility for involuntary admissions. As such, Council Officers consider that the proposed use carries no greater risk than any other community facility in relation to crime or unruly behaviour.

(e) Concerns relating to the existing nearby facilities

Objections make reference to facilities such as Thomas Embling Hospital and the Melbourne Safe Injecting Rooms (MSIR) which are both located in the City of Yarra.

As discussed, Thomas Embling Hospital caters for patients who are generally admitted from the criminal justice system. The subject proposal is only for sub-acute disorders, with patients who attend in a voluntary nature.

The proposal is not for a safe injecting room and is not comparable to this type of facility for all the reasons set out throughout the assessment, most notably that it is focused on mild mental health illnesses and is voluntary only.

(f) Traffic congestion and safety

This matter has been discussed at paragraphs 145 - 149 and the car parking provision and traffic implications is considered acceptable in the context.

(g) Inadequate on-site car parking and pressure on-street car parking availability

This matter has been discussed at paragraphs 140 - 144 and the car parking provision and impacts on availability is considered acceptable in the context.

(h) Car parking and traffic review was undertaken on the school holidays

The Car Parking Assessment (prepared by One Mile Grid and dated 9 November 2022) was carried out on Friday 14th October 2022, between 7:00am and 7:00pm; and Saturday 15th October 2022, between 7:00am and 7:00pm.

The Victorian School Term 4 began on 3 October in 2022 and as such, even in the event that Alphington Grammar School had an additional week of holidays, the review would still have been carried out during the Term 4 dates.

(i) Increase movement of visitors and patients (from existing aged-care use)

This matter has been discussed at paragraphs 137 - 149 and it is considered that any movement or noise from patients and visitors to the site would not be unreasonable in the context.

(j) Fences are not high enough, inadequate security

The Operational Management Plan outline various security arrangements, including security personal during night time evenings, lighting and sensor lighting and fobs for staff access. This is considered to be adequate for the proposed subacute facility.

(k) Loss of an aged-care facility

This is not a planning consideration. The Planning department can only consider the application before them, which is for a subacute facility (Hospital).

(l) Objection to the construction of an aged-care facility

The application is not for the construction of an aged-care facility. The existing aged-care facility was approved in 1993.

(m) Cigarette waste

This has been discussed and dealt with via condition at paragraph 134.

(n) Limited local facilities for patients

It is considered that the local area provides for adequate services and transport to meet the needs of the patients and staff. This includes the Alphington Neighbourhood Activity Centre close to the site and various public transport routes. It is expected that many of the needs of the patients, including food and recreation, will be catered for on-site.

Conclusion

148. Based on the above report, the proposal is considered to substantially comply with the relevant planning policy and therefore should be supported, with conditions.

RECOMMENDATION

That a Notice of Decision to Grant a Planning Permit PLN22/0807 be issued for the use of the land as a sub-acute facility (Hospital), installation of a bicycle hoop and a reduction to the bicycle requirements of Clause 52.34 of the Scheme at No. 9 – 11 Heidelberg Road Alphington generally in accordance with the plans and reports noted previously as the "decision plans" and subject to the following conditions:

1. Before the use or 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 HSPC, Drawings A000, A001, A005, A006, A010, A050, A400, A401, A402 and A403, dated 18 November 2022, but modified to show the following:
   (a) An additional bicycle hoop on the land, installed and designed in accordance with Australian Standards.
   (b) Any requirement of the Waste Management Plan (Condition 12).

2. The development and use 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.

3. Except with the prior written consent of the Responsible Authority, no more than 30 in-patients are to reside on the land at any one time.

4. Except with the prior written consent of the Responsible Authority, there must be no more than eight (8) day patients per day and four (4) out-patient consults on-site at any one time, restricted to the hours of 9 am to 5pm Monday to Saturday.

5. Except with the prior written consent of the Responsible Authority, a maximum of 16 staff

members are to be on-site at any time.

6. The amenity of the area must not be detrimentally affected by the use or development, including through:

   (a) the transport of materials, goods or commodities to or from 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.

7. The use must at all times comply with the noise limits specified in the Environment Protection Regulations under the Environment Protection Act 2017 and the incorporated Noise Protocol (Publication 1826.4, Environment Protection Authority, May 2021).

8. The collection of waste from the site must be by private collection, unless with the prior written consent of the Responsible Authority.

9. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, external lighting capable of illuminating access to building entry and car park must be provided within the property boundary. Lighting must be:

   (a) located;
   (b) directed;
   (c) shielded; and
   (d) of limited intensity,

   to the satisfaction of the Responsible Authority.

Operational Management Plan

10. Before the use or development commences, an amended Operational Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Operational Management Plan will be endorsed and will form part of this permit. The amended Operational Management Plan must be generally in accordance with the Operational Management Plan prepared by Health Care Surgical and dated 15 November 2022, but modified to include (or show, or address):
    (a) Further details on in-patient check-in, including that it will be by appointment and limited to day-time business hours (9am to 5pm). Check ins should be spread throughout the work day to avoid congestion.
    (b) Details of day-leave arrangements, contained to the hours of 9am to 7pm, and how this will be documented and managed. This should include the commitment that pickup and drop off will be undertaken by the carer.
    (c) Commitment that visiting hours will only be permitted between 1pm and 3pm, or 5pm and 7pm on weekdays to avoid conflict with school pick up times. Further details of visitor sign in / out and arrangements.
    (d) Commitment that patients and visitors will be alerted of limited on-site parking prior to arrival and that details of public transport and car share options be provided.
    (e) The external courtyards to be opened no earlier than 7am.
    (f) Details of “House rules” with regards to recreation and noise, particularly during the sensitive evening and night-time hours.
    (g) Details of smoking arrangements, with a designated area to be chosen away from sensitive interfaces and for receptacles to be provided and appropriately disposed of.
    (h) Commitment to assist / organise appropriate transportation for patients on departure (i.e. assist in organising pick-up from family or friends, provide public transport timetabling, ordering car share or taxi services).

(i) Details of complaint procedures with a commitment that neighbours and Alphington Grammar School will be provided with a direct telephone number for contact and communication.
(j) That all day patients, out-patients and consultations will be on-site between 9am to 5pm only.
(k) Details of the exclusion criteria for patients admissions, including a commitment that the facility will not provide for acute de-toxification/addiction services.
(l) Further details of the security arrangement.

11. The provisions recommendation and requirements of the endorsed Resident Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

Waste Management Plan

12. Before the development or use commences, a Waste Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Waste Management Plan will be endorsed and will form part of this permit. The Waste Management Plan must be generally in accordance with the commitments an provisions of the Decision Plans.

13. The provisions, recommendations and requirements of the endorsed Waste Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

14. Delivery and collection of goods to and from the land may only occur between 7am and 10pm Monday to Saturday, or after 9am on a Sunday or public holiday except for those allowed under any relevant local law.

Time expiry

15. This permit will expire if:

(a) the development is not commenced within two years of the date of this permit;
(b) the development is not completed within four years of the date of this permit;
(c) the use is not commenced within two years from the date of this permit; or
(d) the use is discontinued for a period of two years.

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

A building permit may be required before development is commenced. Please contact Council's Building Services on 9205 5555 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 5555 to confirm.

All future business *(whether as owners, lessees/tenants, occupiers)* within the development approved under this permit, will not be permitted to obtain business parking permits.

Use of Security Cameras must comply with Section 8(1) of the Surveillance Devices Act (2007) which outlines a permit holder's responsibility in relation to surveillance devices. Please ensure compliance with the relevant legislation at all times the security cameras are in use.

The premises will be required to comply with the Food Act 1984. The use must not commence until registration, or other approval, has been granted by Council's Health Protection Unit.

Attachments

1. PLN22/0806 - 9 - 11 Old Heidelberg Road Alphington - Site context map
2. PLN22/0806 - 9 - 11 Old Heidelberg Road Alphington - Planning Report
3. PLN22/0806 - 9 - 11 Old Heidelberg Road Alphington - Decision Plans
4. PLN22/0806 - 9 - 11 Old Heidelberg Road Alphington - Traffic Impact Assessment
5. PLN22/0806 - 9 - 11 Old Heidelberg Road Alphington - Operational Management Plan
6. PLN22/0806 - 9 - 11 Old Heidelberg Road Alphington - Engineering referral comments

Attachment 1 - PLN22/0806 - 9 - 11 Old Heidelberg Road Alphington - Site context map

SUBJECT LAND: 9 – 11 Old Heidelberg Road Alphington



⇧ North

Attachment 2 - PLN22/0806 - 9 - 11 Old Heidelberg Road Alphington - Planning Report

URBIS

9-11 OLD HEIDELBERG ROAD, ALPHINGTON

Town Planning Report

November 2022

URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

Director	Andrea Pagliaro
Consultant	Saskia McEldowney
Project Code	P0042436
Report Number	Revision 1

Urbis acknowledges the important contribution that Aboriginal and Torres Strait Islander people make in creating a strong and vibrant Australian society.

We acknowledge, in each of our offices, the Traditional Owners on whose land we stand.

All information supplied to Urbis in order to conduct this research has been treated in the strictest confidence. It shall only be used in this context and shall not be made available to third parties without client authorisation. Confidential information has been stored securely and data provided by respondents, as well as their identity, has been treated in the strictest confidence and all assurance given to respondents have been and shall be fulfilled.

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You must read the important disclaimer appearing within the body of this report.

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MAPS

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1. INTRODUCTION

Urbis Pty Ltd acts on behalf of the landowners with respect to their land at 9-11 Old Heidelberg Road, Alphington (existing Aged Care Facility). The site comprises multiple parcels and has an interface to both Old Heidelberg Road and Heidelberg Road.

The application site is located within the Neighbourhood Residential Zone (Schedule 2) and the wider site is affected by a Design and Development Overlay (Schedule 1-J), Land Subject to Inundation Overlay and Environmental Significance Overlay (Schedule 3).

The land is also a designated area of Aboriginal Cultural Heritage Sensitivity.

This proposal seeks approval to use the existing aged care facility as a Sub-acute Facility (Hospital), there are no external buildings and works associated with the proposed use.

A planning permit is required pursuant to:

- Clause 32.09-2 (Neighbourhood Residential Zone – Schedule 2) to use the land as a hospital
- Clause 52. (Bicycle Parking) to reduce the number of bicycle spaces provided

This report outlines the proposed use in detail, discusses its merits and provides an assessment against the relevant planning controls of the Yarra Planning Scheme.

The proposed use will contribute to the area in the following ways:

- The proposal will provide a valuable community service within Alphington and wider Yarra/ Darebin area
- The proposal will provide a high-quality landscaping outcome in a key location and does not seek any additional built form.
- The proposal demonstrates a high level of consistency with the relevant planning policy framework and controls

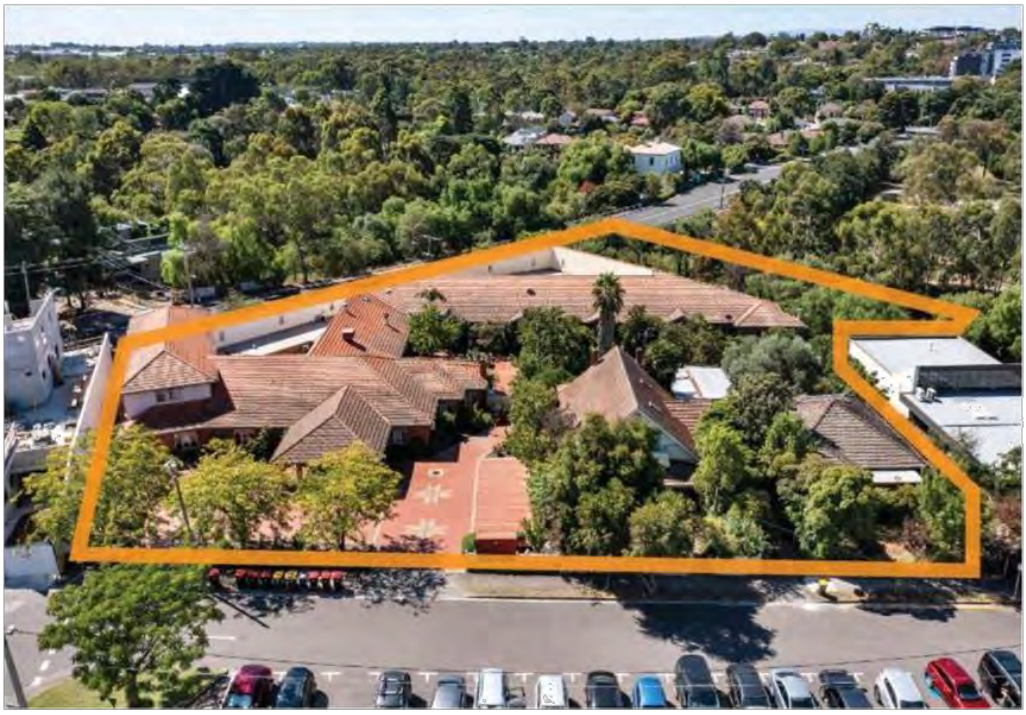
The proposal has been prepared in line with the relevant planning framework and the relevant elements of the Yarra Planning Scheme, and should be read in conjunction with the following supporting documentation:

- Certificate of Title (Appendix A)
- Previously Approved Permit (Appendix B)
- Architectural Plans prepared by HSPC Architects (Appendix C)
- Operational management Plan prepared by HealtheCare (Appendix D)

2. SUBJECT SITE

The land subject to this application is located within Alphington, approximately 8 kilometres north-east of Melbourne's Central Business District. The site is located roughly 200 metres from the Alphington Commercial Strip on Heidelberg Road. The site is optimally located near the corner of the Old Heidelberg Road and Heidelberg Road. The combined site is highly irregular, with the property boundary encompassing parkland adjacent to Sparks Reserve. The overall site is approximately 8,487 square metres.

The site is currently accessed via a double crossover from Old Heidelberg Road which provides access to 16 car spaces within the front setback.



Picture 1 Existing Aged-Care Site

Source: CBRE Real-estate



Picture 2 View from the south-east

Source: Google Maps 2019



Picture 3 View from the north-east

Source: Google Maps 2019

2.1. CERTIFICATE OF TITLE

The site is comprised of multiple lots described as follows:

- Lot 1 on Title Plan 617776H
- Lot 1 on Title Plan 015789E
- Lot 3 on Plan of Subdivision 007221
- Lot 1 on Title Plan 141701S
- Lot 1 on Title Plan 518079J
- Lot 1 on Title Plan 08300L

There is a Covenant on title for Lot 1 of TP 617776H and Lot 1 of TP 015789E (highlighted below) that restricts that material finishes for development on site. The existing aged care (and application site) is not within the affected title boundaries. A copy of title and the plan of subdivision is included in **Appendix A.**

There are multiple easements on site that are nominated for sewerage and drainage.

Figure 1 Titles Boundaries (Lots affected by Covenant highlighted)



Source: https://maps.land.vic.gov.au/lassi/

2.2. EXISTING USE AND BUILT FORM

The existing site has been used as an aged care facility for at least 20 years. There is one primary existing building accessed via Old Heidelberg Road. The built form allows for healthcare, leisure, and accommodation services for residents.

The existing site features the following:

- Single storey brick building with a pitched roof form
- 2910 square metres of usable floor area
- 45 beds
- 16 car spaces
- Two crossovers, both from Old Heidelberg Road.

The aged care facilities provided high-level care, with nurses available 24 hours.

Figure 2 Existing Site Plans



Source: HSPC



URBIS

9-11 OLD HEIDELBERG ROAD, ALPHINGTON

SITE LOCATION

2.3. INTERFACES

2.3.1. North

To the North of the site is Heidelberg Road a Transport 2 Zone that transverses north-east to south-west. Heidelberg Road forms the boundary of Yarra Council and Darebin Council to the north. The northern boundary of the subject site has a direct interface with Heidelberg Road and is opposite the side boundary of 16 Arbor Street (vacant lot).



Picture 4 16 Arbor Road Alphington – Opposite side of Heidelberg Road

Source: Realestate.com.au

2.3.2. East

East of the subject site is part of the Alphington Grammar Campus and Darebin Creek – which borders the north-eastern portion of the site. Alphington Grammar is within a Special Use Zone. Over Darebin Creek is Sparks Reserve, which is a large parkland offering playgrounds, grasslands, and walking trails.



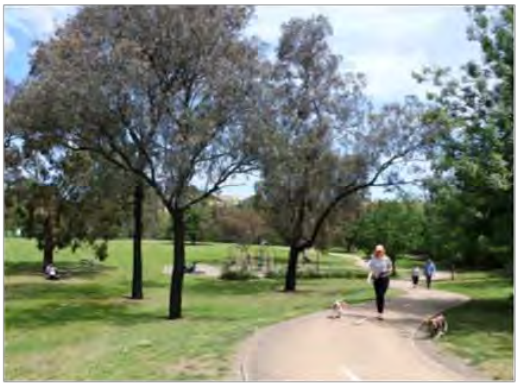
Picture 5 Eastern entrance to Alphington Grammar (end of Old-Heidelberg Road)

Source: Google Maps 2019



Picture 6 Darebin Creek

Source: Tripadvisor.com.au



Picture 7 Sparks Reserve

Source: walkingmaps.com.au

1.1.1. South

South of the subject site is Old Heidelberg Road. Directly opposite the site is Alphington Grammar School. The school provides a campus for primary and secondary students with facilities extending for 120 metres down Lucerne Crescent to the south and sporting facilities adjoining Darebin Creek to the east.



Picture 8 Alphington grammar viewed from Lucerne Crescent

Source: Google Maps 2021

1.1.2. West

West of the subject site is the Tower Hotel on the corner of Old Heidelberg Road and Heidelberg Road. The Tower Hotel is a Heritage Building that is currently being redeveloped in accordance with Planning Permit PLN14/0590.02.

The building is sought to be retained and converted to residential units. The development seeks to construct fourteen (14) apartments in total across four levels, to the east of the corner site. Further discussion on the proposed development is at Section 3.1.3 of this report.



Picture 9 Tower Hotel

Source: Blue. Print

Figure 3 Endorsed Landscape/ Site Plan



Source: ZLA Landscape Architecture

2.4. SURROUNDING AMENITIES

The subject site is afforded with a range of schools, recreation spaces and amenities and services within proximity to the subject site. Sites of interest include:

- Schools including Alphington Grammar School (58 metres) and Alphington Primary School (580 metres);
- Parks including Sparkes Reserve (260 metres) and Wilson Reserve (560 metres);
- Darebin Creek (40 metres) and the Yarra River (230 metres).

Please refer to the locality map for further information (Figure 4).



Picture 10 Surrounding Area

Source: Nearmap

Figure 4 Locality Map



URBIS

9-11 OLD HEIDELBERG ROAD, ALPHINGTON

SITE LOCATION

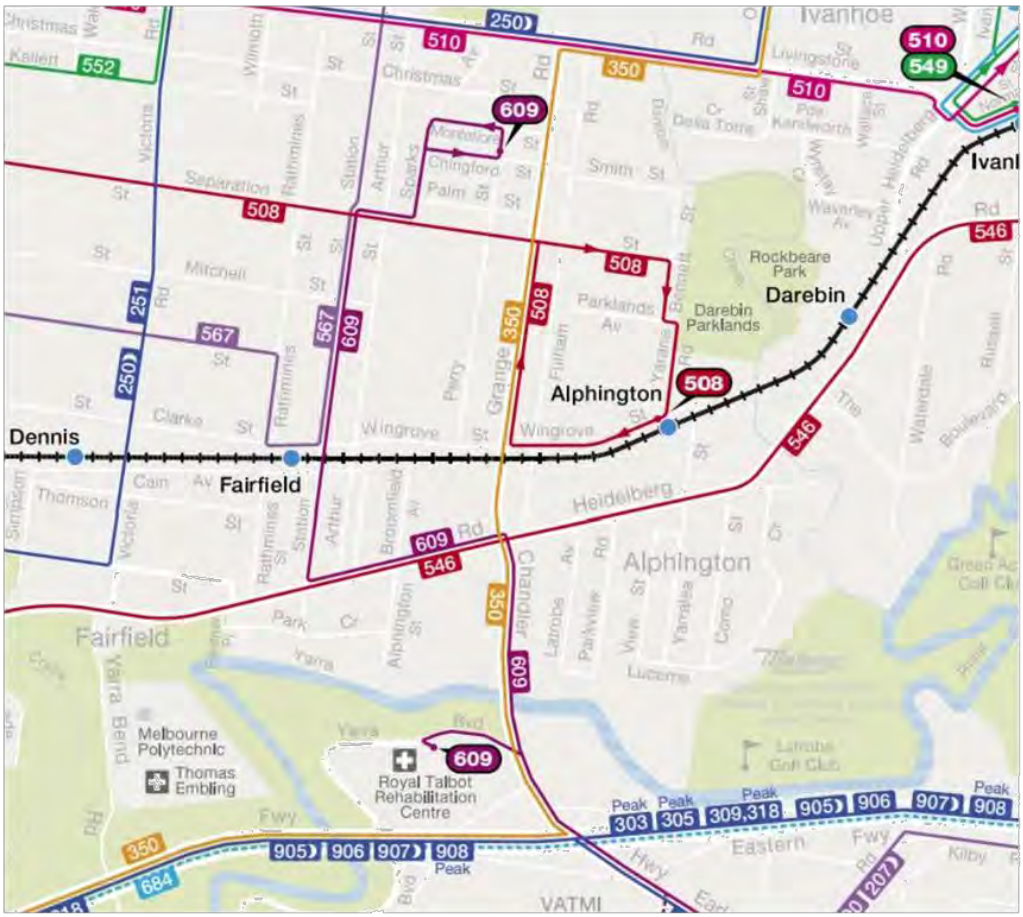
2.5. ACCESS AND MOVEMENT

The subject site is accessed via The Boulevard, which provides vehicular access between Alphington via Heidelberg Road to the west and Ivanhoe East to the east.

The subject site is also well positioned close to public transport, with the following services in close proximity to the subject site:

- The site is located approximately 700 metres south-east of Alphington Train Station. Services traverse regularly between Hurstbridge and the central city;
- Route 350 Bus traversing between the City and La Trobe University (1.2 km);
- Route 508 Bus traversing between Alphington and Moonee Ponds (790 metres);
- Route 546 Bus traversing between Heidelberg Station and Melbourne University (350 metres);
- Route 609 Bus traversing between Hawthorn and Fairfield (1.2 km).

Figure 5 – Public Transport Map



Source: PTV

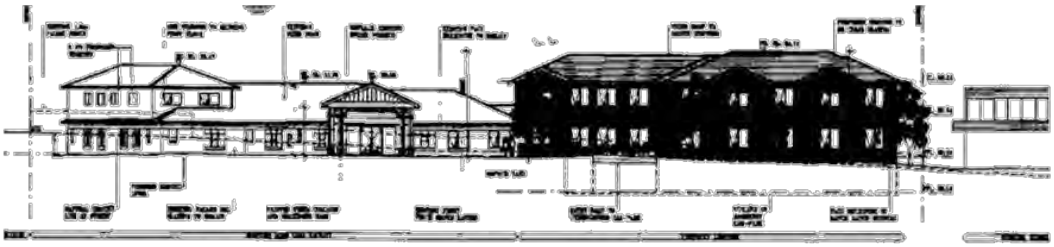
3. BACKGROUND

3.1.1. On-Site Approvals

Planning Permit PLN11/0754 allows for *buildings and works comprising a two-storey addition (plus basement car park) an aged care facility, minor alterations to the existing building, removal of vegetation and a reduction in the car parking requirements of the Yarra Planning scheme.*

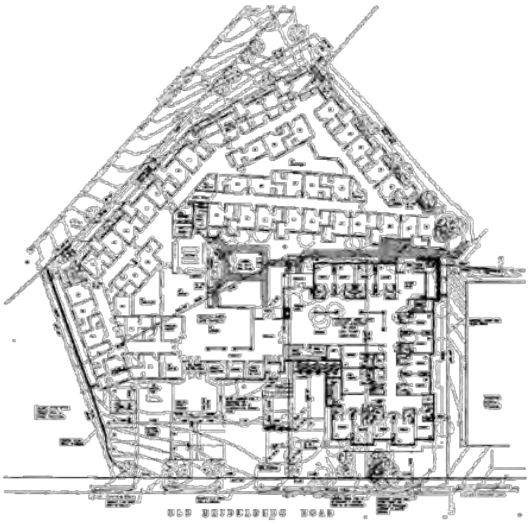
Aerial images dating back to 2006 show that there has been no extensions or additions to the subject site and it has been operating as an aged care facility since this time (indicated via the signage on-site in 2006). Evidently, the above permit was not acted upon. There are no other records of Planning Permit approvals on site. A full set of the advertised plans is provided at **Appendix B.**

Figure 6 Advertised Plans

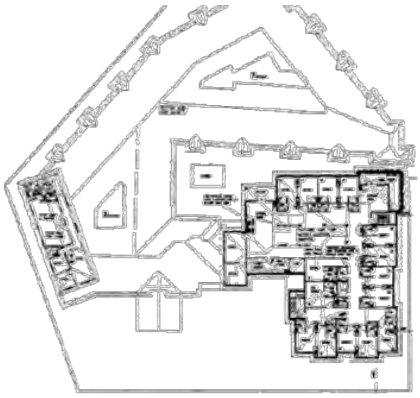


SOUTH ELEVATION – OLD HEIDELBERG ROAD

Source: Denova Group



GROUND FLOOR PLAN



FIRST FLOOR PLAN



BASEMENT FLOOR PLAN

Source: Denova Group

3.1.2. Nearby Approvals

Permit No.	Address	Proposal	Date Approved
PLN14/0590	838-852 Heidelberg Rd Alphington	Development of the land for partial demolition of the existing building and subsequent construction of a multi-dwelling building; part use of the ground floor for a food and drink premises (cafe); associated reduction in car parking requirements; and, rem	16/03/2020
PLN16/1177.01	Alphington Grammar School 12-18 Old Heidelberg Rd Alphington	Buildings and works to an existing education centre	29/10/2019
PLN16/0628	626 Heidelberg Rd – Alphington Paper Mill	Development of the land with the construction of dwellings and a reduction in the car parking requirements in accordance with the Alphington Paper Mill Development Plan (Precinct 4B (part) and 4C)	29/05/2017
PLN17/0703	626 Heidelberg Rd – Alphington Paper Mill	Use and development of the land for a mixed-use development containing dwellings, supermarket, shops, food and drink premises, office (including medical centres), restricted recreational facility (gym), childcare centre, education centre (primary school) and a place of assembly and a reduction in the car parking requirements and creating access to a Road Zone Category 1 Road	5/06/2018
PLN19/0911	700, 706, 712 & 718 Heidelberg Road	Removal of all existing buildings on site (no permit required for demolition) for construction of buildings and works for an 8 storey mixed use development plus basement, construction of two or more dwellings on a lot, use of the land as dwellings and retail (retail does not require a planning permit), removal of party wall easements and reduction in car parking requirements	29/01/2021
PLN17/0743	670 Heidelberg Road, Alphington Paper Mill	Construction of a six-storey residential aged care facility generally in accordance with the Alphington Paper Mill Development Plan (Precinct 1A)	3/08/2018
PLN19/0931	1 Latrobe Ave, Alphington	Partial demolition and development of the land for the construction of 79 dwellings and a reduction in visitor car parking generally in accordance with the Alphington Paper Mill Development Plan (Part Precinct 5/Wetlap Building/Part Precinct 6)	28/05/2021
PLN22/0087	1-17 Mills Boulevard, Chandler Highway	Use of the land for an arts and crafts centre, reduction in car parking	In progress

3.1.3. Major Developments

3.1.3.1. Tower Hotel Redevelopment

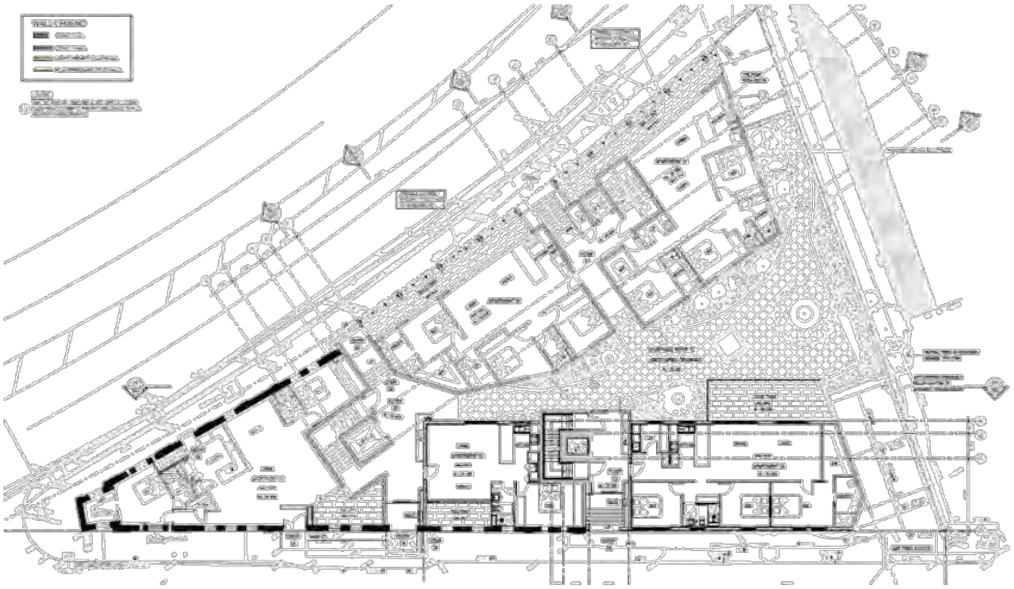
The proposed development to the west of the subject site seeks 14 residential apartments to the east of the existing Tower Hotel. The proposal (PLN14/0590.02) was approved on 17 May 2015 and formally allows:

Development of the land for partial demolition of the existing building and subsequent construction of a multi-dwelling building and removal of vegetation.

The development will retain majority of the fabric of the tower hotel and concentrate the four storeys to the east of the site (adjoining the subject site). The development is currently under construction.

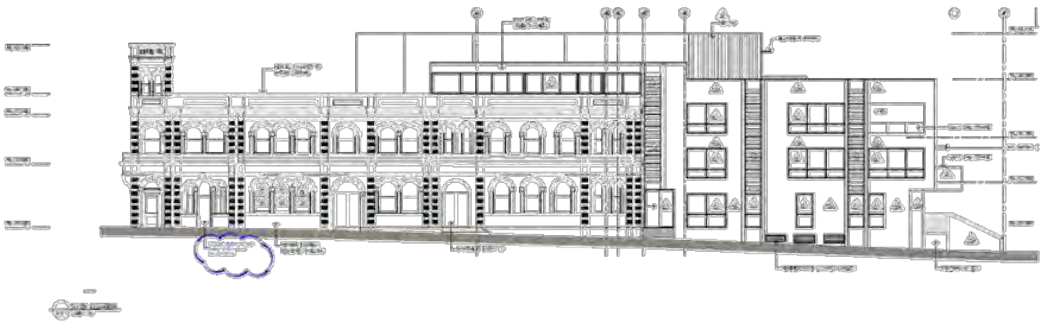
The proposal seeks an internal courtyard that extends to encompass the eastern boundary. Subsequently, once complete, the interface adjoining the subject site will consist of a vehicle access ramp (to the basement carparking), internal communal private open space and a services structure towards the north.

Figure 7 Endorsed Ground Floor Plan



Source: Bill Jacobs Pty Ltd

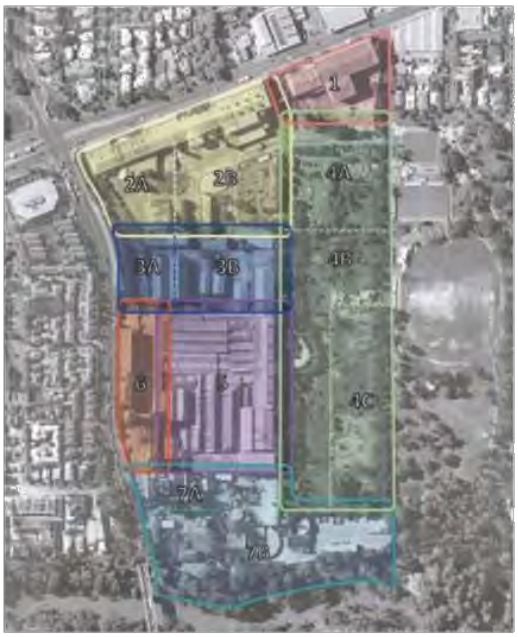
Figure 8 Endorsed Southern Elevation



Source: Bill Jacobs Pty Ltd

3.1.3.2. Alphington Paper Mill

The Alphington Paper Mill is a 16.5-hectare parcel of land in Alphington, roughly 700 metres south-west of the subject site. The site stopped operating as a site for paper production in 2012 and has been subject to extensive strategic and statutory planning processes to assist its transformation into a residential precinct with shops, offices, open spaces, and community facilities. The site is to be developed in stages with precincts 1A to 7B obtaining independent planning approval consistent with the Alphington Paper Mill Development Plan (endorsed in 2016). Evidently, with increased densities and large scale residential developments, there will be a growing demand on the services and amenities within Alphington.



Picture 11 Precinct Masterplan

Source: Development Plan (2016)



Picture 12 Proposed Residential Development

Source: realestate.com.au

4. THE PROPOSAL

This permit application seeks approval for the use of the land as a sub-acute facility (hospital). The proposed use will operate from the existing buildings that have historically served as aged care accommodation. Internal works, not requiring a permit, are proposed to facilitate the conversion from aged care to a hospital use. The proposed sub-acute facility will contain the following features:

- Repurposing of the building to allow for the operation of the hospital (all internal changes)
- 32 beds (45 available to existing aged care residents available) and the following number of maximum patients at one time:
  - 30 inpatients
  - Eight (8) day patients.
  - Four (4) Outpatient Consults
- 16 car parking spaces (as existing), two (2) bicycle spaces
- The facility is to be operational 24/7 (consistent with the aged care)
- The following staff will be on site at one time:
  - One (1) Executive (8am- 7pm)
  - Seven (7) nurses, including one (1) Unit Manager (3 nurses and 1 unit manager during the night)
  - Two (2) administration staff (8am- 6pm)
  - Three (3) doctors spread throughout the day (7am-9pm)
  - Four (4) allied Health Professionals (8am-8pm)
  - Three (3) catering staff (6am-8pm)

The proposed facility is a **voluntary sub-acute facility**, where inpatients are permitted to leave for social or recreational purposes. The facility will allow for low-risk patients to receive more comprehensive mental health services and care such as counselling, group therapy and occupational therapy. The facility is not appropriate for high-risk patients and any individuals who display emergency psychotic behaviours are not considered suitable for admission. Please see the Operation Plan prepared by Healthe Care for further detail.

No external buildings and works are proposed, and no signage is proposed in association with this application. A full set of plans detailing internal works is provided at **Appendix C.**



Picture 13 Proposed Internal Demolition

Source: HSPC



Picture 14 Proposed Site Plan (internal changes)

Source: HSPC

5. PLANNING POLICY

5.1. PLAN MELBOURNE 2017-2050

Plan Melbourne is the Victorian State Planning Policy which outline the strategic directions to achieve the desired objectives and urban planning outcomes in Victoria.

Plan Melbourne outlines the objectives and strategies to support the development of 20-minute neighbourhoods. The plan identifies that communities need access to regional health and community wellbeing facilities. It encourages that hospitals are located within larger precincts and are well serviced by public transport and other community services.

5.2. STATE PLANNING POLICY FRAMEWORK

The Planning Policy Framework (PPF) seeks to develop objectives for planning in Victoria to foster land use and development planning and policy which integrates relevant environmental, social, and economic factors.

The PPF acknowledges the need for community facilities which are well designed, respect local character, and support the local industry, economy, and employment.

The sections of the PPF which are relevant to this application include:

- Clause 11 – Settlement
- Clause 13 – Environmental Risks and Amenity
- Clause 17 – Economic Development
- Clause 18 – Transport
- Clause 19 – Infrastructure

The following policies provide direction to this site and the proposed health related use:

- **Clause 11.01-1S (Settlement)** seeks to anticipate and respond to the needs of existing and future communities through the provision of zoned and serviced land for a range of uses and activities, including commercial and community services and infrastructure. This clause also recognises the need to prevent amenity problems created by siting incompatible land uses close together.
- **Clause 11.01-1R (Settlement – Metropolitan Melbourne)** seeks to create mixed-use neighbourhoods at varying densities, including through the development of urban-renewal precincts, that offer more choice in housing, create jobs and opportunities for local businesses and deliver better access to services and facilities.
- **Clause 13.07-1S (Land Use Compatibility)** has the overarching objective to protect community amenity, human health and safety while facilitating appropriate commercial, industrial, infrastructure or other uses with potential adverse off-site impacts. Key strategies of relevance seek to ensure that use or development of land is compatible with adjoining nearby land uses, avoiding locating incompatible uses in areas that may be impacted by adverse off-site impacts from commercial, industrial, and other uses.
- **Clause 15.02-1S (Energy and resource efficiency)** looks to improve the energy, water and waste performance of buildings and subdivisions through environmentally sustainable development' and encourages retention of existing vegetation and planting of new vegetation.
- **Clause 15.03-2s (Aboriginal Cultural Heritage)** seeks to ensure the protection and conservation of places of Aboriginal cultural heritage significance.
- **Clause 19.02-1S (Health facilities)** has an overarching objective to assist the integration of health facilities with local and regional communities. The location of health and health-related facilities will take demographic trends into consideration to meet existing and future demand requirements.
- **Clause 19.03-1S (Infrastructure – Development and infrastructure contribution plans)** seeks to facilitate the timely provision of planned infrastructure to communities through the preparation and implementation of development contribution plans.

5.3. LOCAL PLANNING POLICY

The Local Planning Policy Framework (LPPF) comprises the Municipal Strategic Statement (MSS) and Local Planning Policies applicable to City of Yarra. The relevant sections of the MSS and LPPF are summarised below.

5.3.1. Municipal Strategic Statement

The City of Yarra MSS seeks to outline the broad strategic vision for the future of the municipality identifying key land use challenges and providing a framework to guide the development of land. The MSS contains the Council's Strategic Vision which illustrates Council's key strategic directions for future land use planning and development.

Relevant policies

The relevant local policies of the Yarra Planning Scheme include:

- **Clause 21.02 Municipal Profile** establishes the location of the municipality and outlines the major hospital and associated specialist medical services.
- **Clause 21.04 Land use** ensures that community and hospital facilities must respond to the local context. This is to ensure that community services provided meet the needs of a diverse and changing community and to limit the impact of regional community facilities.

5.3.2. Local Planning Policies

There are no local planning policies relevant to this application.

5.4. ZONING

The site is largely zoned within the Neighbourhood Residential Zone (Schedule 2) however, the north-eastern bushland portion of the site is within the Urban Flood Zone. There is a small portion of Heidelberg Road within the title boundary, this portion is zoned Transport Zone (Schedule 2).

The proposed change of use **is exclusively within the area zoned Neighbourhood Residential Zone**.

The purpose of the Neighbourhood Residential Zone is as follows:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To encourage development that respects the neighbourhood character of the area.*
- *To encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport.*
- *To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.*

Pursuant to Clause 73.03 (meaning of terms) a hospital is defined as follows:

Land used to provide health services (including preventative care, diagnosis, medical and surgical treatment, and counselling) to persons admitted as in-patients. It may include the care or treatment of out-patients.

The proposal will seek to provide mental wellness services which will include counselling and persons admitted as in-patients, subsequently, the use falls within the definition of 'hospital'.

The land use as 'Hospital' is not listed at Clause 32.08-1 therefore it is a Section 2 use (permit required use) under the Neighbourhood Residential Zone.

A permit is also required for any buildings and works associated with a Section 2 use, however no external buildings and works are proposed in association with this application.

Cause 62.02 (General Exemptions - Buildings and Works) states that the following buildings and works do not require a planning permit: *the internal rearrangement of a building or works provided the gross floor area of the building, or the size of the works, is not increased and the number of dwellings is not increased.*

Figure 9 Zoning Map



URBIS **9-11 OLD HEIDELBERG ROAD, ALPHINGTON**
PLANNING ZONES

5.5. OVERLAYS

The site is subject to the following Overlays:

5.5.1. Design and Development Overlay (Schedule 1-j)

The DDO1 applies to the Yarra River Corridor and only partially covers the north-eastern portion of the site. This portion is within 'Precinct J' which prescribes a minimum setback of 30 metres to Darebin Creek.

Pursuant to Clause 43.02 a planning permit is required to construct a building or construct and carry out works. No external buildings and works are proposed in association with this application (and no works at all within the area affected by the DDO1), subsequently a permit is not required pursuant to the DDO1.

Figure 10 Design and Development Overlay (Schedule 4)



5.5.2. Environmental Significance Overlay (Schedule 3)

Schedule 3 to the ESO applies to Darebin Creek and Environs.

The purpose of the ESO is to:

- *To ensure protection and enhancement of the creek side environment as a conservation, ecological and recreational resource including the protection and improvement of water quality (inclusive of runoff) in stream and streamside habitats, geological features and indigenous riparian vegetation.*
- *To protect areas along the watercourse from development that may cause damage to the streamside environment as a conservation, ecological and recreation resource.*

- *To conserve water quality and watercourse capacity to enable appropriate beneficial land use and water based activities to be undertaken.*
- *To protect areas of identified local and regional habitat value in particular remnant River Red Gum species.*
- *To encourage the retention, restoration and revegetation of a continuous corridor of indigenous vegetation along the Darebin Creek valley in order to provide for the movement of wildlife, to enhance water quality and to contribute to the natural aesthetic of the creek.*
- *To coordinate and improve facilities on the river, its banks and environs to enable full enjoyment of the area by the public, whilst protecting the quality of the streamside environment.*
- *To provide a linear open space link including the provision of a shared use path along one side of the waterway corridor.*
- *To reserve the natural aesthetic and precent deterioration of the waterway and environs.*
- *To coordinate development along the waterway, its bank and environs.*
- *To protect areas and features of sensitivity for Aboriginal Heritage.*
- To encourage development consistent with any concept plan for the area

A permit is required to construct a building or carry out works. A permit is also required to remove, destroy or lop vegetation including dead and dying trees.

There are no buildings and works or trees proposed to be removed as part of this application, subsequently a permit is not required under this overlay.

Figure 11 Environmental Significance Plan Overlay (ESO3)



5.5.3. Land Subject to Inundation Overlay

The purpose of the LSIO is to:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To identify flood prone land in a riverine or coastal area affected by the 1 in 100 (1 per cent Annual Exceedance Probability) year flood or any other area determined by the floodplain management authority.*
- *To ensure that development maintains the free passage and temporary storage of floodwaters, minimises flood damage, responds to the flood hazard and local drainage conditions and will not cause any significant rise in flood level or flow velocity.*

- *To minimise the potential flood risk to life, health and safety associated with development.*
- *To reflect a declaration under Division 4 of Part 10 of the Water Act, 1989.*
- *To protect water quality and waterways as natural resources by managing urban stormwater, protecting water supply catchment areas, and managing saline discharges to minimise the risks to the environmental quality of water and groundwater.*

To ensure that development maintains or improves river, marine, coastal and wetland health, waterway protection and floodplain health. A permit is required to construct a building or to construct or carry out works. As no buildings and works are proposed, no permit is required under this overlay.

Figure 12 Environmental Significance Overlay – Schedule 3



URBIS

9-11 OLD HEIDELBERG ROAD, ALPHINGTON
LAND SUBJECT TO INUNDATION OVERLAY (LSIO)

1.1.1. Development Contributions Plan Overlay – Schedule 1

The site is located within the Development Contributions Plan Overlay – Schedule 1 (DCPO1). The purpose of the Development Contributions Plan Overlay is:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To identify areas which require the preparation of a development contributions plan for the purpose of levying contributions for the provision of works, services and facilities before development can commence.*

Schedule 1 to the DCPO applies to all land within the Yarra Development Contributions Plan (2021) and applies to all new development. The subject site is located within Charge Area 4.

Figure 13 Development Contributions Plan Overlay (DCPO1)



URBIS

9-11 OLD HEIDELBERG ROAD, ALPHINGTON
DEVELOPMENT CONTRIBUTIONS PLAN OVERLAY (DCPO1)

5.6. GENERAL AND PARTICULAR PROVISIONS

5.6.1. Car Parking - Clause 52.06

Clause 52.06 applies to a new use and seeks to ensure the provision of an appropriate number of car parking spaces. Pursuant to Clause 52.06-5, the statutory parking requirement is:

Table 1 – Table 1 to Clause 52.06 (Car Parking Requirement)

Use	Rate	Car Parking Measure
Medical Centre	5	To the first person providing health services plus
	3	To every other person providing health services
		To each 100 sqm of leasable floor area
Residential Aged Care Facility	0.3	To each lodging room (equivalent to 18 spaces)

Pursuant to Clause 52.06-3 a permit may be granted to reduce the number of car parking spaces required under Clause 52.06-5, however there is no rate specified for a hospital, therefore the rate is to the satisfaction of Council. The site continues to provide the existing 16 car spaces although the proposal seeks to reduce the number of beds available from 45 to 32.

The proposal is supported by a Traffic Impact Assessment prepared by onemilegrid. The Report concludes that the existing car parking facilities will appropriately accommodate the expected car-parking demand.

5.6.2. Land Adjacent to the Principal Road Network

This clause applies to land adjacent to a road in the Transport Zone 2 or land in a Public Acquisition Overlay if a transport manager (other than a municipal council) is the acquiring authority, and the purpose of the acquisition is for a road

Pursuant to Clause 52.29-2 a permit is required to:

- Create or alter access to:
  - A road in a Road Zone, Category 1
  - Land in a Public Acquisition Overlay if the purpose of acquisition is for a Category 1 road

Although the site is adjacent to (and partially encompasses) land within the Transport 2 Zone there are no additional crossovers required or buildings and works sought within the TRZ2.

5.6.3. Bicycle Facilities - Clause 52.34

Clause 52.34 Bicycle parking seeks to encourage cycling as a mode of transport and to provide secure and accessible bicycle parking spaces and facilities. The following rates apply to each use:

- **Hospital** – 1 to each 15 beds for employees and residents and 1 to each 30 beds for visitors,

Based on the available 32 beds, the facility is required to provide 2 spaces for employees/residents and 1 space for visitors. There are two bicycle spaces proposed to be provided on site, therefore the proposal seeks a variation of 1 space.

6. PLANNING ASSESSMENT

The ensuing section contemplates the proposal and provides an assessment with regard to the site context and relevant planning policy. The assessment of the proposal is formed through the following key considerations which determine support for the proposal in its current context:

- Is the proposed use adequately supported by relevant State and Local Planning Policy?
- Does the proposed use and development comply with the Non-Residential Uses considerations of the Neighbourhood Residential Zone?
- Are the traffic impacts and car parking layout acceptable?
- Are the off-site amenity impacts appropriate?

6.1. CONSISTENCY WITH STATE POLICY

State Planning Policy seeks to anticipate and respond to the needs of existing and future communities. The proposal will take into account demographic trends identifying an increasing demand for specialist health facilities. In accordance with Clause 19.02-1S (health facilities) the proposal will facilitate the growing demand for health services in an appropriate location in proximity to a small neighbourhood centre and within a building already used for a 'care type' use.

Further, the proposal is consistent with Clause 11.01 (Settlement) and Clause 13.07-1S (Land Use Compatibility) that encourages community services and infrastructure to be appropriately placed to prevent amenity impacts to residential areas. The proposed use of land as a hospital is an appropriate response to planning framework in the context of the similar operation of the existing land use and the immediate interface with the Nepean Highway. The site is in proximity to a commercial neighbourhood centre, however, is also appropriately distanced to allow a reasonable amenity and privacy to future residents and in-patients.

6.2. CONSISTENCY WITH LOCAL POLICY

Yarra's Local Planning Policy Framework (LPPF) builds on the key policy directions provided by the Planning Policy Framework. The LPPF provides further direction for the use and development expectations of the site.

The local policy acknowledges that the existing commercial sector of the municipality underpins a sustainable economy and provides employment opportunities for a wider catchment to achieve a net community benefit. It promotes the retention and further development of a diverse and viable economic base including within the established health precincts.

Generally, the Yarra LPPF suggests that different areas of the municipality have different capabilities to accommodate additional growth. A key aim of these policies is to direct health-related uses and development to locations proximate to commercial development generally located within or in proximity to activity centres. It is clear from a review of the MSS and LPPF that Yarra seeks to accommodate greater economic growth and activity in the municipality in response to demand and changing local demographic trends.

Of relevance to the proposal, we note the following:

- **Clause 21.03 (Vision)** – The subject site is strategically located within an existing aged-care facility with excellent access to public transport. Therefore, the strategic context of the subject site places it an ideal area for a transitional health related non-residential use.
- **Clause 21.04 (Land Use)** – The proposed health related use is supported by Clause 21.04 (Land Use), as the City of Yarra aims to retain and foster a diverse and viable economic base in established areas such as Heidelberg Road.
- **Clause 21.06 (Transport)** – The subject site is located proximate to various public transport options, consistent with Yarra's sustainable transport strategy, which seeks to encourage more sustainable forms of transport including cycling and walking.

6.3. USE OF LAND AS A HOSPITAL (NRZ2)

The proposal responds to the purposes and decision guidelines of the Neighbourhood Residential Zone. The purpose of the Neighbourhood Residential Zone allows for non-residential uses to service the local community needs in appropriate locations.

The decision guidelines of Clause 32.09-12 set out decision guidelines for non-residential use and development. An assessment against the decision guidelines has been included below:

Table 2 – Clause 32.08-12 Decision Guidelines for Non-Residential Use and Development

Decision Guideline	Response
Whether the use or development is compatible with residential use	✓ **Complies** The site is strategically located with an interface to a main road (Heidelberg Road) and convenient access from Old-Heidelberg Road. The site is considered to be an appropriate location for a non-residential use (as demonstrated by the surrounding non-residential uses and the existing aged care facility. The site has been used as a nursing home for many decades and the proposed use will operate at a very similar capacity to this previous use. Subsequently, it is considered that the proposed use will not unreasonably impact on surrounding residential amenity.
Whether the use generally serves local community needs	✓ **Complies** The proposed use will serve the local community's needs, in providing a critical health service for community members suffering from mental health issues.
The scale and intensity of the use and development	✓ **Complies** The proposal seeks to operate out of the existing building with very minimal buildings and works required to facilitate the changes in use. The proposal will allow for 32 beds, a reduction in the existing 45 beds associated with the nursing home. No emergency facilities are proposed and limited visitation within strict hours is provided. These operational matters ensure there is limited potential for additional traffic generation. It is considered that the use will maintain a very similar intensity (if not at a reduced intensity) to the existing nursing home and is highly appropriate in the context of the site.
The design, height, setback and appearance of the proposed buildings and works	✓ **Complies** The proposal seeks only internal works to allow for the change of use.
The proposed landscaping	**N/A**
The provision of car and bicycle parking and associated accessways	✓ **Complies** The proposal will provide adequate car parking in accordance with the requirements of the planning

Decision Guideline	Response
	scheme. The application is supported by a Traffic Impact Assessment prepared by onemilegrid Further detail has been included under Section 6.4.1 of this report.
Any proposed loading and refuse collection facilities	✓ Complies Loading and refuse collection facilities will continue to be accessed from the front of the site by a private contractor. Please see Section 6.4.2 for further detail.
The safety, efficiency and amenity effects of traffic to be generated by the proposal	✓ Complies Please see section 6.4 of this Report.

6.4. OFFSITE AMENITY IMPACTS

6.4.1. Car Parking and Traffic

The proposal will seek to operate in a similar manner as the previous use on site in relation to access, car parking and traffic, however with a reduced number of beds from 45 to 32 it is expected that the associated car parking demand will be reduced. The proposal seeks to use all existing car parking facilities which provide 16 car spaces accessed via Old Heidelberg Road.

The proposed change of use from residential aged care facility to hospital triggers a permit under Clause 52.06 (Car parking), where the car parking rate is to the satisfaction of the responsible authority.

The proposal is supported by a Traffic Impact Assessment prepared by onemilegrid. It is concluded that the existing car parking facilities will appropriately accommodate for the expected car-parking demand. It is also noted that the proposal will have a negligible impact on the surrounding road network.

The proposal also triggers a requirement for 2 staff bicycle spaces and 1 visitor bicycle spaces. The proposal seeks to provide two bicycle spaces in accordance with the recommendations within the report prepared by onemilegrid.

6.4.2. Waste

The on-site waste is proposed to be collected by a private contractor in a similar nature to the existing waste collection operation. The main bin-store (and access) is to remain in its existing location at the east of the primary building which will continue provide convenient access for the waste contractor.

The waste is proposed to be collected by a small rigid vehicle with general waste, recycling, and green waste to be collected once weekly. Linen is to be collected twice a week in either a van or maximum 10 metre truck.

6.4.3. Noise impacts

The site will be constantly staffed by medical professionals who will ensure that the facility is operating optimally and that all in-patients are receiving the required care and attention.

The nature of treatment and care on-site is naturally quiet and subsequently it is not expected that the proposed use will generate any unreasonable noise impacts for surrounding residents. It is considered that the proposed use of land as sub-acute facility will generate a similar level of noise as the ongoing operation of the Residential Aged Care facility.

The context of the surrounding school at the eastern and southern interfaces should also be considered. Noise is generated from the Alphington Grammar Campus and the proposal comparably would not compete with this existing context.

6.5. ABORIGINAL CULTURAL SENSITIVITY

The land is within an area of Aboriginal Cultural Heritage Sensitivity. The proposal does not seek any external building works and a change of use (not requiring subdivision) which are exempt under the

Aboriginal Heritage Regulations 2018. Subsequently, there is no requirement to prepare a Cultural Heritage Management Plan.

7. CONCLUSION

In summary, it is considered that the proposed use of land and at 9-11 Old Heidelberg Road, Alphington for a hospital is consistent with Planning Policy, all relevant overlays and particularly the guidelines for non-residential uses in the Neighbourhood Residential Zone.

The proposal has achieved a careful balance of respecting the existing character, catering to a need within the local community and protecting the amenity of the future residential properties by way of minimising changes to the built form, landscaping, traffic flow and car parking. In particular:

- The proposal will provide a valuable community service within Alphington and wider Yarra Municipality
- The proposed use will be strictly managed by trained professionals to ensure the use has no adverse impacts on the surrounding area
- The proposal has minimised the required buildings and works and minimised changes to the operation of the existing business by way of available beds, staff and car parking demands.
- The proposal demonstrates a high level of consistency with the relevant planning policy framework and controls
- Traffic and car parking have been appropriately resolved

For the reasons outlined within this report and the accompanying documentation, it is considered that this planning permit application reflects a well resolved proposal and warrants Council support.

DISCLAIMER

This report is dated 8 September 2022 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd **(Urbis)** opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of HSPC **(Instructing Party)** for the purpose of Town Planning and Context Report **(Purpose)** and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

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The Victorian Government acknowledges the Traditional Owners of Victoria and pays respects to their ongoing connection to their Country, History and Culture. The Victorian Government extends this respect to their Elders, past, present and emerging.

REGISTER SEARCH STATEMENT (Title Search) Transfer of Land Act 1958

VOLUME 10466 FOLIO 872 Security no : 124101227977T
Produced 17/10/2022 04:47 PM

LAND DESCRIPTION

Lot 1 on Title Plan 015789E.
PARENT TITLE Volume 06205 Folio 913
Created by instrument V865816T 29/01/1999

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor
PERPETUAL NOMINEES LTD of LEVEL 18 123 PITT STREET SYDNEY NSW 2000
AW097657K 26/09/2022

ENCUMBRANCES, CAVEATS AND NOTICES

COVENANT 0974781

Any encumbrances created by Section 98 Transfer of Land Act 1958 or Section 24 Subdivision Act 1988 and any other encumbrances shown or entered on the plan set out under DIAGRAM LOCATION below.

DIAGRAM LOCATION

SEE TP015789E FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NUMBER		STATUS	DATE
AW011138V (E)	CAVEAT	Registered	30/08/2022
AW051719X (E)	CONV PCT & NOM ECT TO LC	Completed	12/09/2022
AW097657K (E)	TRANSFER	Registered	26/09/2022

----------END OF REGISTER SEARCH STATEMENT----------

Additional information: (not part of the Register Search Statement)

Street Address: 9-11 OLD HEIDELBERG ROAD ALPHINGTON VIC 3078

ADMINISTRATIVE NOTICES

NIL

eCT Control 19300F ALLENS
Effective from 26/09/2022

DOCUMENT END

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Attachment 2 - PLN22/0806 - 9 - 11 Old Heidelberg Road Alphington - Planning Report

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TITLE PLAN		EDITION 1	TP15789E

Location of Land

Parish: JIKA JIKA
Township:
Section:
Crown Allotment:
Crown Portion: 121(PART)

LTO Base Record: SDMB (METRO)
Last Plan Reference: LP 7221
Title References: Vol. 6205 Fol. 913
Depth Limitation: NIL.

Notations

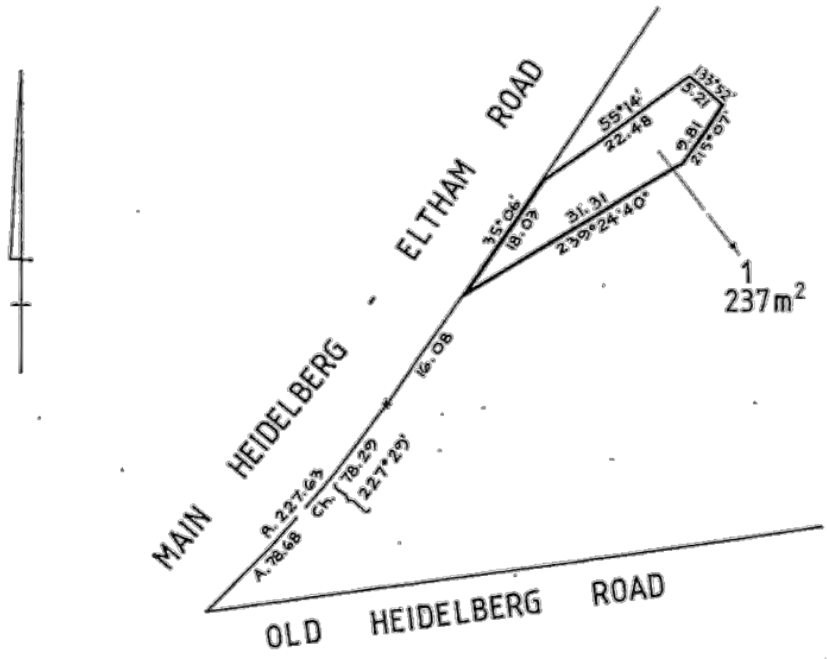
Easement Information

Easement Reference	Purpose / Authority	Width (Metres)	Origin	Land benefited / In favour of
NIL				

THIS PLAN HAS BEEN PREPARED FOR LAND REGISTRY, LAND VICTORIA FOR TITLE DIAGRAM PURPOSES

Checked by .....

Date 18/10/99
Assistant Registrar of Titles



SPTP015789E-1-6

LENGTHS ARE IN METRES	SCALE	SHEET SIZE A3	FILE NO: L.G.D. 8226
LAND VICTORIA 283 Queen Street Melbourne	Drawn By: ROCK.I.	DEALING CODE: L.G.A.	Sheet 1 of 1

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The Victorian Government acknowledges the Traditional Owners of Victoria and pays respects to their ongoing connection to their Country, History and Culture. The Victorian Government extends this respect to their Elders, past, present and emerging.

REGISTER SEARCH STATEMENT (Title Search) Transfer of Land Act 1958

VOLUME 06205 FOLIO 913 Security no : 124101227975V
Produced 17/10/2022 04:47 PM

LAND DESCRIPTION

Lot 1 on Title Plan 617776H.
PARENT TITLE Volume 04394 Folio 749
Created by instrument 1690794 26/05/1938

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor
ROADS CORPORATION of 60 DENMARK STREET KEW VIC 3101
AM708414A 16/04/2016

ENCUMBRANCES, CAVEATS AND NOTICES

COVENANT 0974781

Any encumbrances created by Section 98 Transfer of Land Act 1958 or Section 24 Subdivision Act 1988 and any other encumbrances shown or entered on the plan set out under DIAGRAM LOCATION below.

DIAGRAM LOCATION

SEE TP617776H FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NIL

----------END OF REGISTER SEARCH STATEMENT----------

Additional information: (not part of the Register Search Statement)

Street Address: 9-11 OLD HEIDELBERG ROAD ALPHINGTON VIC 3078

ADMINISTRATIVE NOTICES

NIL

eCT Control 00026E ROADS CORPORATION ROADS CORPORATION
Effective from 16/04/2016

DOCUMENT END

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Attachment 2 - PLN22/0806 - 9 - 11 Old Heidelberg Road Alphington - Planning Report

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TITLE PLAN		EDITION 1	TP 617776H

Location of Land

Parish: JIKA JIKA
Township:
Section:
Crown Allotment:
Crown Portion: 121 (PT)

Last Plan Reference: LP 7221
Derived From: VOL 6205 FOL 913
Depth Limitation: NIL

Notations

ANY REFERENCE TO MAP IN THE TEXT MEANS THE DIAGRAM SHOWN ON THIS TITLE PLAN

Description of Land / Easement Information

ENCUMBRANCES REFERRED TO:

As to the land colored blue ---
THE EASEMENT to Melbourne and Metropolitan Board of Works created by Instrument No.823725 in the Register Book - - - - - - - - - - - - - - - - - -

THIS PLAN HAS BEEN PREPARED FOR THE LAND REGISTRY, LAND VICTORIA, FOR TITLE DIAGRAM PURPOSES AS PART OF THE LAND TITLES AUTOMATION PROJECT
COMPILED: 30/08/2000
VERIFIED: AK

COLOUR CODE
BL = BLUE

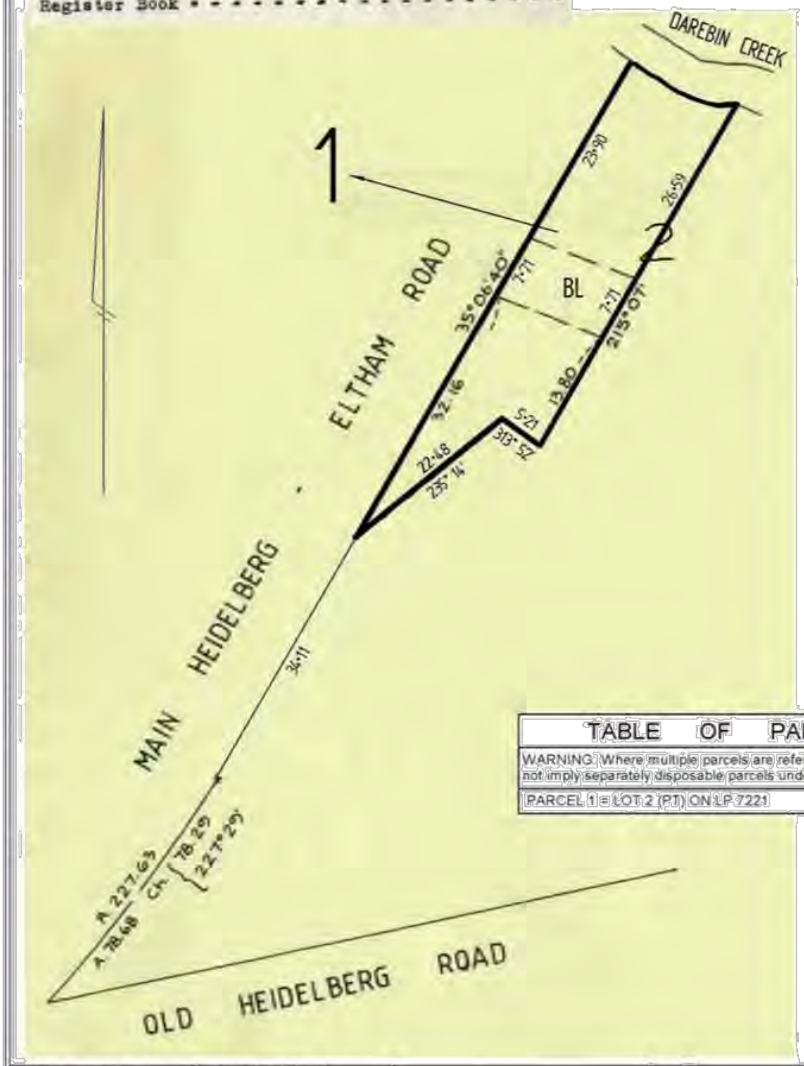


TABLE OF PARCEL IDENTIFIERS

WARNING: Where multiple parcels are referred to or shown on this Title Plan this does not imply separately disposable parcels under Section 8A of the Sale of Land Act 1962

PARCEL 1 = LOT 2 (PT) ON LP 7221

LENGTHS ARE IN METRES	Metres = 0.3048 x Feet Metres = 0.201168 x Links		Sheet 1 of 1 sheets

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APPLICATION BY SUCCESSOR CORPORATION

Section 59A Transfer of Land Act 1958

Lodged by: ROADS CORPORATION
Name: PHILIP ASTON (VicRoads)
Phone: 9854 2871
Address: 60 Denmark Street, Kew, Victoria, 3101.
Ref:
Customer Code: 26E

Privacy Collec
The informatio
collected under
used for the pur
publicly search
in the Victorian Land Registry.

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The applicant, being the successor in law to the registered proprietor, applies to be registered as proprietor of the estate and interest of the former body corporate in the land described.

Land: *(title, mortgage, charge or lease)*

SEE SPREADSHEET ATTACHED

Applicant: *(full name and address including postcode)*

ROADS CORPORATION of 60 Denmark Street Kew Vic 3101

Grounds of Application: *(Eg. "Successor in law to the Registered Proprietor")*

SUCCESSOR IN LAW TO THE REGISTERED PROPRIETOR

Registered Proprietor: *(full name(s) of former body corporate)*

SEE CERTIFICATE ATTACHED

Dated 23/3/2016

Signature of applicant .....

or

Signature of Australian Legal Practitioner
under the *Legal Profession Act 2004*
for applicant .....

59A

ORDER TO REGISTER
Please register and issue title to

Signed Cust. Code:

THE BACK OF THIS FORM MUST NOT BE USED
Land Victoria, 570 Bourke St, Melbourne, 3000

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Certificate

pursuant to Section 59A(2) Transfer of Land Act 1958

I, **JOHN MERRITT** certify that:

1. I am the Chief Executive Officer of [name of Successor Body] ("the successor body")

   ROADS CORPORATION

2. The successor body is the successor at law to the ~~body~~ or bodies listed below (the former body")

   COUNTRY ROADS BOARD

   ROAD CONSTRUCTION AUTHORITY

   LOWER YARRA CROSSING AUTHORITY

   WESTGATE BRIDGE AUTHORITY

   TRANSPORT REGULATION BOARD

   ROAD TRAFFIC AUTHORITY

   ROAD SAFETY AND TRAFFIC AUTHORITY

   ROADS CORPORATION OF VICTORIA

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3. The property, rights or liabilities of the former body have been vested by operation of law in, or become the property, rights and liabilities of, the successor body.

   ROADS CORPORATION

Date 23/3/2016

Signed:

Page 1 of 1

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5810/854	5834/792	5855/986	5869/785	5889/758	5908/478	5926/169
5810/879	5835/843	5855/997	5870/874	5891/027	5908/569	5927/202
5810/960	5835/861	5857/230	5870/995	5892/210	5908/570	5927/246
5810/987	5835/870	5857/348	5871/039	5892/260	5910/885	5927/295
5811/011	5835/871	5857/381	5871/111	5892/268	5910/940	5927/344
5811/041	5835/887	5857/382	5871/131	5892/277	5911/028	5927/369
5811/092	5835/925	5858/500	5871/183	5892/300	5911/192	5927/378
5811/158	5836/148	5858/552	5872/274	5892/306	5912/249	5928/403
5813/498	5837/202	5858/557	5873/413	5893/410	5912/273	5928/468
5814/666	5837/301	5858/559	5873/579	5893/486	5912/282	5928/528
5815/839	5837/331	5859/610	5873/583	5894/664	5913/421	5929/701
5815/914	5837/364	5859/717	5874/621	5894/714	5913/570	5929/742
5815/947	5837/397	5859/777	5874/723	5894/767	5913/572	5929/786
5815/966	5838/422	5860/841	5874/740	5896/005	5915/918	5930/910
5816/001	5838/522	5860/864	5875/838	5896/065	5915/919	5930/963
5816/094	5840/817	5860/939	5875/929	5896/071	5917/230	5931/002
5816/101	5840/914	5861/079	5877/201	5896/093	5917/307	5931/008
5816/139	5840/962	5861/159	5877/219	5896/111	5917/375	5931/087
5818/403	5840/963	5862/239	5877/299	5896/146	5918/497	5932/221
5818/454	5840/968	5862/322	5877/325	5897/222	5918/529	5932/223
5818/559	5841/016	5862/358	5877/331	5897/259	5918/532	5932/225
5820/860	5841/021	5862/391	5878/416	5897/266	5918/591	5932/260
5820/871	5841/131	5863/410	5878/597	5897/307	5918/598	5932/300
5820/958	5841/200	5863/599	5879/635	5898/432	5919/642	5932/313
5821/069	5842/356	5864/607	5880/887	5898/449	5919/648	5933/471
5821/137	5842/376	5864/631	5880/894	5898/599	5919/685	5933/473
5821/162	5844/677	5864/657	5880/897	5899/646	5919/686	5933/483
5822/267	5844/682	5864/675	5880/943	5899/689	5919/721	5933/561
5822/274	5845/870	5865/856	5880/944	5899/761	5919/776	5933/579
5826/031	5845/912	5865/879	5880/956	5900/827	5920/876	5934/605
5826/149	5845/939	5865/884	5881/118	5900/850	5920/894	5934/641
5826/150	5846/047	5865/889	5882/305	5900/911	5920/968	5934/689
5827/288	5848/460	5865/893	5882/373	5900/985	5920/990	5934/709
5827/310	5849/606	5865/910	5882/390	5901/052	5921/036	5934/759
5827/342	5849/667	5865/946	5883/484	5901/056	5921/096	5935/802
5827/376	5849/708	5866/126	5883/573	5901/057	5921/103	5935/856
5828/402	5849/741	5867/204	5883/586	5901/134	5921/114	5935/972
5829/613	5851/001	5867/217	5884/617	5902/292	5921/115	5937/335
5829/714	5851/068	5867/228	5884/648	5902/293	5923/439	5937/351
5829/747	5851/118	5867/261	5884/684	5902/311	5923/449	5937/393
5829/754	5851/187	5867/262	5884/685	5902/352	5923/489	5938/496
5829/777	5852/273	5867/296	5884/719	5902/392	5923/560	5938/531
5831/040	5852/283	5867/307	5887/300	5903/493	5924/646	5938/549
5831/150	5852/396	5867/317	5887/375	5903/592	5924/676	5939/634
5831/185	5853/478	5867/393	5888/405	5904/698	5924/758	5939/676
5834/601	5853/529	5868/426	5888/473	5907/257	5924/759	5939/697
5834/613	5854/655	5868/499	5889/671	5907/279	5925/946	5939/777
5834/614	5854/670	5868/504	5889/672	5907/317	5926/005	5940/835
5834/731	5854/767	5868/533	5889/705	5907/338	5926/006	5940/895
5834/780	5855/970	5868/554	5889/728	5908/443	5926/155	5940/953

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5941/098	5950/909	5966/164	5985/992	6000/923	6016/039	6032/379
5942/237	5950/910	5966/166	5986/108	6000/986	6016/046	6033/404
5942/332	5950/945	5966/196	5986/146	6001/006	6016/047	6033/406
5942/355	5950/965	5967/257	5986/185	6001/053	6016/093	6033/420
5942/388	5950/984	5967/267	5986/186	6001/083	6016/107	6033/471
5942/395	5951/133	5968/411	5986/187	6001/156	6017/276	6033/506
5943/455	5951/180	5968/448	5987/305	6001/176	6017/391	6033/569
5943/506	5952/235	5968/473	5987/309	6002/205	6018/407	6035/970
5943/516	5952/269	5968/474	5987/342	6002/237	6018/470	6035/996
5943/565	5952/286	5968/490	5987/366	6003/459	6019/666	6036/140
5944/652	5952/329	5969/633	5987/382	6003/498	6019/668	6036/141
5944/657	5952/332	5969/733	5987/383	6003/503	6019/672	6036/159
5944/680	5953/430	5969/746	5988/409	6004/623	6019/675	6036/183
5944/722	5953/444	5970/935	5988/411	6004/646	6019/694	6036/184
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5944/766	5953/591	5970/995	5989/611	6006/003	6019/776	6037/237
5944/768	5954/621	5970/997	5989/660	6006/076	6020/808	6038/434
5944/781	5954/644	5971/054	5989/762	6006/111	6020/849	6038/474
5946/010	5954/645	5971/183	5989/795	6006/120	6020/980	6038/485
5946/045	5954/650	5971/184	5990/836	6006/134	6023/516	6038/520
5946/081	5954/724	5972/342	5990/869	6006/137	6023/521	6038/597
5946/082	5954/777	5975/819	5990/879	6006/164	6023/526	6039/617
5946/083	5955/000	5975/904	5990/902	6008/465	6023/541	6039/654
5946/086	5955/870	5975/915	5990/903	6008/476	6023/598	6039/739
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5947/210	5955/927	5978/573	5990/918	6009/768	6024/716	6042/330
5947/212	5955/948	5979/632	5990/966	6009/784	6024/717	6043/516
5947/233	5955/962	5980/812	5991/059	6010/926	6025/887	6043/518
5947/235	5958/510	5980/865	5991/193	6011/070	6025/888	6044/684
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5949/611	5961/105	5982/247	5993/559	6012/382	6028/540	6048/433
5949/623	5962/238	5982/329	5994/622	6012/384	6028/586	6048/523
5949/630	5962/282	5982/371	5994/676	6013/422	6028/599	6048/565
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6052/241	6069/715	6086/007	6099/776	6118/556	6137/212	6155/998
6053/542	6069/766	6086/154	6099/791	6118/560	6137/213	6156/037
6054/625	6070/875	6087/240	6100/841	6119/638	6137/214	6156/072
6054/729	6070/898	6087/344	6100/898	6119/703	6137/217	6156/073
6055/923	6072/259	6088/502	6100/902	6120/853	6137/285	6156/074
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6055/952	6072/299	6089/608	6103/413	6120/892	6137/312	6158/472
6055/995	6072/310	6089/609	6103/432	6120/961	6138/579	6158/473
6056/043	6072/313	6089/613	6103/478	6121/018	6139/619	6158/490
6056/081	6072/356	6089/651	6103/521	6121/127	6139/782	6158/491
6056/098	6072/392	6089/694	6103/591	6123/536	6141/044	6158/592
6056/105	6073/430	6089/699	6104/601	6124/668	6141/095	6158/593
6056/168	6073/543	6089/737	6104/700	6124/797	6141/130	6159/654
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6058/446	6074/795	6092/284	6106/175	6127/273	6142/357	6160/805
6058/543	6075/937	6093/409	6106/182	6127/317	6143/426	6160/846
6058/555	6076/057	6093/525	6107/230	6128/571	6143/435	6160/847
6059/612	6076/068	6093/544	6107/247	6128/572	6143/456	6160/962
6059/613	6076/122	6094/657	6107/368	6128/574	6143/466	6160/993
6059/778	6076/128	6094/793	6107/371	6129/657	6143/515	6162/239
6059/790	6076/130	6095/802	6108/473	6129/687	6144/679	6162/240
6059/791	6076/134	6095/878	6108/505	6131/071	6144/743	6162/263
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6063/574	6081/080	6095/982	6110/876	6133/525	6146/085	6164/604
6063/590	6081/095	6095/993	6110/909	6133/591	6147/212	6165/818
6063/593	6081/096	6096/007	6112/218	6133/594	6147/213	6165/819
6064/774	6081/171	6096/180	6113/438	6133/598	6147/369	6165/902
6065/814	6081/175	6097/205	6113/470	6134/678	6147/370	6165/931
6065/851	6082/222	6097/222	6113/474	6134/702	6148/470	6165/947
6065/875	6082/284	6097/306	6113/491	6134/705	6150/878	6166/199
6065/876	6083/536	6097/307	6113/505	6134/741	6150/894	6167/251
6066/009	6083/546	6097/352	6113/585	6134/751	6150/932	6167/252
6066/082	6083/556	6097/355	6115/903	6135/823	6150/942	6168/497
6066/088	6084/612	6098/428	6115/972	6135/824	6151/144	6168/552
6067/300	6084/748	6098/442	6116/100	6135/882	6151/156	6168/555
6067/371	6084/758	6098/443	6116/126	6135/894	6151/157	6169/634

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6169/663	6185/928	6206/004	6229/759	6248/480	6266/098	6296/171
617/356	6185/999	6206/035	6229/792	6248/515	6266/173	6297/332
6170/902	6186/077	6206/072	6230/845	6248/522	6268/470	6298/445
6170/956	6186/082	6206/086	6230/940	6248/545	6268/501	6298/488
6170/971	6186/141	6206/130	6230/948	6249/644	6268/533	6298/520
6170/972	6186/152	6206/140	6231/073	6249/675	6268/597	6300/914
6170/983	6186/168	6206/192	6231/080	6249/699	6268/598	6300/979
6172/211	6187/308	6206/195	6231/082	6250/850	6269/734	6300/998
6172/219	6187/346	6208/536	6231/087	6250/905	6270/848	6301/009
6172/235	6187/368	6208/587	6231/088	6250/949	6270/856	6301/077
6172/389	6187/379	6209/613	6231/120	6252/249	6271/051	6301/130
6173/409	6189/715	6209/757	6231/132	6252/360	6271/138	6301/131
6173/410	6190/809	6209/791	6231/186	6252/381	6272/201	6301/164
6173/423	6190/915	6210/815	6231/190	6253/414	6273/473	6302/219
6173/426	6191/161	6210/867	6233/522	6253/421	6273/576	6302/254
6173/458	6192/248	6210/882	6233/577	6253/553	6274/631	6302/320
6173/497	6192/382	6210/958	6234/754	6254/611	6274/717	6302/332
6173/534	6193/408	6211/098	6235/819	6254/734	6274/733	6303/401
6173/575	6193/424	6211/146	6235/836	6254/739	6274/744	6303/423
6173/576	6193/448	6211/191	6235/909	6255/808	6275/838	6303/520
6174/667	6193/464	6212/224	6235/930	6255/884	6275/867	6303/547
6174/716	6193/517	6212/285	6236/027	6256/038	6277/243	6303/548
6174/726	6193/527	6212/326	6237/219	6257/244	6277/268	6303/549
6175/810	6195/897	6213/528	6237/357	6258/435	6277/269	6304/603
6175/847	6195/999	6214/649	6238/466	6258/509	6277/299	6304/686
6175/887	6198/410	6216/007	6239/664	6260/819	6277/300	6304/708
6175/957	6198/423	6217/246	6239/780	6260/831	6277/352	6304/716
6175/966	6198/484	6218/455	6239/787	6260/860	6278/510	6305/913
6176/017	6199/632	6220/996	6240/842	6260/876	6279/628	6305/971
6176/196	6199/640	6221/043	6241/054	6260/946	6279/651	6306/057
6177/278	6200/870	6221/106	6241/161	6261/011	6279/696	6306/120
6177/279	6200/881	6221/148	6242/247	6261/038	6280/811	6307/257
6177/284	6200/885	6221/170	6242/260	6261/057	6280/822	6308/476
6178/408	6200/923	6221/173	6242/261	6261/102	6280/907	6308/503
6178/428	6200/940	6221/174	6243/413	6262/221	6282/211	6308/555
6178/453	6200/998	6221/185	6243/460	6262/225	6282/258	6309/661
6178/510	6201/072	6222/257	6243/483	6262/229	6282/379	6309/772
6180/818	6201/113	6222/267	6245/866	6262/235	6283/592	6310/906
6181/103	6202/208	6222/314	6245/922	6262/289	6284/617	6310/917
6181/128	6202/354	6223/441	6245/953	6262/348	6284/639	6311/174
6182/269	6203/401	6225/934	6246/001	6262/379	6287/315	6312/367
6182/341	6203/474	6225/966	6246/057	6264/605	6288/451	6314/660
6183/505	6203/515	6225/983	6246/088	6264/669	6290/933	6314/714
6183/511	6204/617	6226/197	6246/142	6264/673	6291/127	6315/956
6183/534	6204/635	6228/471	6246/143	6264/679	6291/128	6315/974
6183/548	6204/701	6228/597	6247/223	6264/718	6292/257	6318/429
6183/549	6205/834	6229/619	6247/276	6264/775	6292/286	6318/573
6183/574	6205/913	6229/647	6247/280	6265/838	6294/604	6319/721
6183/592	6205/951	6229/679	6248/447	6265/961	6294/719	6319/730
6185/828	6205/962	6229/733	6248/460	6266/015	6295/966	6319/739

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AM708414A
16/04/2016 $0 59

6320/950	6347/366
6321/002	6348/429
6321/003	6348/484
6321/035	6348/514
6321/043	6349/672
6321/166	6350/983
6322/228	6350/986
6322/281	6351/002
6323/570	6351/003
6324/767	6351/067
6324/774	6351/068
6326/017	6351/069
6326/091	6351/070
6327/255	6351/071
6327/256	6352/216
6329/608	6352/296
6329/739	6352/297
6330/861	6353/581
6330/862	6354/733
6330/884	6359/706
6330/946	6362/209
6331/042	6362/398
6332/385	6364/775
6334/733	6366/152
6334/765	6366/154
6334/770	6366/193
6335/812	6367/219
6335/900	6367/282
6335/905	6367/351
6335/928	6367/352
6335/955	6367/353
6335/967	6367/356
6336/167	6368/431
6337/220	6368/437
6337/389	6368/493
6338/443	6368/494
6338/466	6368/541
6340/862	6368/542
6340/894	6368/543
6341/030	6368/547
6341/151	6368/548
6341/171	6368/556
6342/396	6368/565
6343/555	6368/589
6344/648	6368/590
6344/697	6368/591
6344/761	6369/613
6344/778	6369/657
6347/265	6369/658
6347/352	6369/677

Attachment 2 - PLN22/0806 - 9 - 11 Old Heidelberg Road Alphington - Planning Report

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PITCHER & CRAMES.

974781

Victoria.

207

Transfer of Land.

C. paid.

I, ELIZABETH ANNIE ADAMS of 444 Heidelberg Road Alphington Married Woman being registered as the proprietor of an estate in fee simple in the land hereinafter described subject to the encumbrances notifed hereunder in consideration of the sum One hundred and fifty pounds paid to me by NORMAN DAVID UNDERWOOD of Bank Street Alphington Motor-Mechanic and of the sum of Four hundred and twenty five pounds paid - to the said Norman David Underwood by JOHN ALFRED NAYLOR of Yarra - - Street Alphington Cabinet maker DO HEREBY at the request and by direction of the said Norman David Underwood TRANSFER to the said John Alfred Naylor - all my estate and interest in ALL THAT piece of land being Lot ~~three~~ two on Plan of Subdivision No.7221 lodged in the Office of Titles and - - being part of Crown Portion One hundred and twenty one at Alphington-Parish of Jika Jika County of Bourke and being part of the land - - described in Certificate of Title Volume 4088 Folio 817599 Together - with all registered appurtenant easements ~~and for the consideration - aforesaid the said John Alfred Naylor hereby covenants with the said Elizabeth Annie Adams and the said Norman David Underwood that he the said John Alfred Naylor or other the registered proprietor or prop-rietors for the time being of the said land will not erect any - building thereon at the cost of less than six hundred pounds now unless such building has a roof of tiles or slates nor shall any hoarding or building for advertisement purposes be erected upon the said land or any part thereof.~~

DATED the 14th day of November One thousand nine hundred - and twenty.

SIGNED by the said Elizabeth Annie Adams) Elizabeth Annie Adams
in Victoria in the presence of Frederick Greenness (Postmaster Alphington

SIGNED by the said Norman David Under -) Norman David Underwood.
wood in Victoria in the presence of)

SIGNED by the said John Alfred Naylor in) J. Naylor
Victoria in the presence of)

ENCUMBRANCES REFERRED TO.

As to that part of the said land as is colored blue on the said Certificate of Title

The easement registered No. 823725 ~~affecting~~ over the ~~piece~~ marked E-1 on Plan of Subdivision No. 561345

IMAGED

Attachment 2 - PLN22/0806 - 9 - 11 Old Heidelberg Road Alphington - Planning Report

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DATED October 1920.

Mrs. E.A.Adams.

-by direction of-

Mr. N. D. Underwood.

-to-

Mr. J. A. Naylor.

TRANSFER.

Pitcher & Ormes.
Solicitors.
423 Little Collins Street,
MELBOURNE.

MEMORIAL OF INSTRUMENT.

NATURE OF INSTRUMENT	TIME OF ITS PRODUCTION FOR REGISTRATION	TO WHOM GIVEN	NUMBER OR SYMBOL THEREON
Transfer as to part	23rd November 1920	John Alfred Naylor	974781

Alf. W. Comport.
ASSISTANT REGISTRAR OF TITLES.

I Certify THAT A MEMORIAL OF THE WITHIN INSTRUMENT WAS ENTERED AT THE TIME LAST ABOVE MENTIONED IN THE REGISTER BOOK VOL. 4088 FOL. 817599

Alf. W. Comport.
ASSISTANT REGISTRAR OF TITLES.

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The Victorian Government acknowledges the Traditional Owners of Victoria and pays respects to their ongoing connection to their Country, History and Culture. The Victorian Government extends this respect to their Elders, past, present and emerging.

REGISTER SEARCH STATEMENT (Title Search) Transfer of Land Act 1958

VOLUME 04404 FOLIO 623 Security no : 124101227976U
Produced 17/10/2022 04:47 PM

LAND DESCRIPTION

Lot 3 on Plan of Subdivision 007221.
PARENT TITLE Volume 04088 Folio 599
Created by instrument 0977221 08/12/1920

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor
PERPETUAL NOMINEES LTD of LEVEL 18 123 PITT STREET SYDNEY NSW 2000
AW097657K 26/09/2022

ENCUMBRANCES, CAVEATS AND NOTICES

Any encumbrances created by Section 98 Transfer of Land Act 1958 or Section 24 Subdivision Act 1988 and any other encumbrances shown or entered on the plan or imaged folio set out under DIAGRAM LOCATION below.

DIAGRAM LOCATION

SEE TP483021G FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NUMBER		STATUS	DATE
AW011138V (E)	CAVEAT	Registered	30/08/2022
AW051719X (E)	CONV PCT & NOM ECT TO LC	Completed	12/09/2022
AW097657K (E)	TRANSFER	Registered	26/09/2022

END OF REGISTER SEARCH STATEMENT

Additional information: (not part of the Register Search Statement)

Street Address: 9-11 OLD HEIDELBERG ROAD ALPHINGTON VIC 3078

ADMINISTRATIVE NOTICES

NIL

eCT Control 19300F ALLENS
Effective from 26/09/2022

DOCUMENT END

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Attachment 2 - PLN22/0806 - 9 - 11 Old Heidelberg Road Alphington - Planning Report

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TITLE PLAN	EDITION 1	TP 483021G

Location of Land

Parish : AT ALPHINGTON PARISH OF JIKA JIKA
Township : -
Section : -
Crown Portion : 121 (PT)
Crown Allotment : -

Base record : DCMB
Last Plan Reference : LOT 3 ON LP 7221
Derived From : VOL. 4404 FOL. 623
Depth Limitation : NIL

Notations

ANY REFERENCE TO MAP IN THE TEXT MEANS THE DIAGRAM SHOWN ON THIS TITLE PLAN

Description of Land/ Easement Information

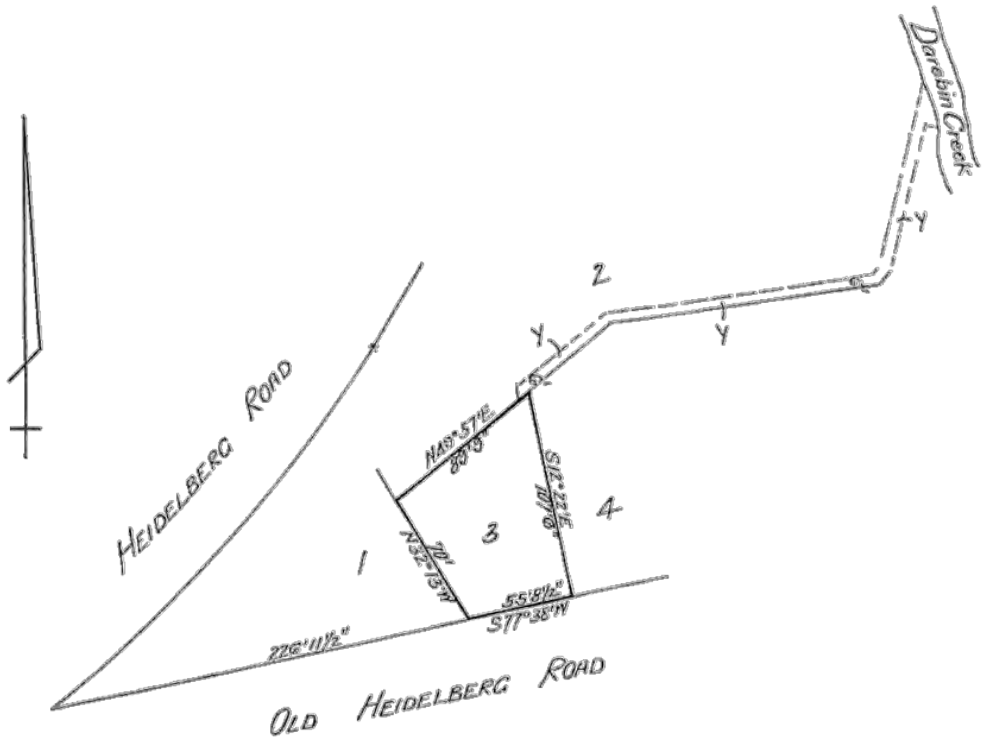
Together with a right of drainage for surface water and for sewerage purposes in connection with the Melbourne and Metropolitan Board of Works system of sewerage through over under or along the land- colored yellow on the said map -

THIS PLAN HAS BEEN PREPARED BY LAND REGISTRY, LAND VICTORIA FOR TITLE DIAGRAM PURPOSES

COMPILED: Date 15/02/05
VERIFIED: A. DALLAS
Assistant Registrar of Titles

COLOUR CODE

BL=BLUE G=GREEN
BR=BROWN P=PURPLE
Y=YELLOW R=RED



LENGTHS ARE IN FEET AND INCHES	Metres = 0.3048 x Feet Metres = 0.201168 x Links	Sheet 1 of 1 Sheets

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REGISTER SEARCH STATEMENT (Title Search) Transfer of Land Act 1958

VOLUME 09876 FOLIO 564 Security no : 124101227973X
Produced 17/10/2022 04:47 PM

LAND DESCRIPTION

Lot 1 on Title Plan 141701S.
PARENT TITLE Volume 04515 Folio 000
Created by instrument N889447L 08/12/1988

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor
PERPETUAL NOMINEES LTD of LEVEL 18 123 PITT STREET SYDNEY NSW 2000
AW097657K 26/09/2022

ENCUMBRANCES, CAVEATS AND NOTICES

Any encumbrances created by Section 98 Transfer of Land Act 1958 or Section 24 Subdivision Act 1988 and any other encumbrances shown or entered on the plan set out under DIAGRAM LOCATION below.

DIAGRAM LOCATION

SEE TP141701S FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NUMBER		STATUS	DATE
AW011138V (E)	CAVEAT	Registered	30/08/2022
AW051719X (E)	CONV PCT & NOM ECT TO LC	Completed	12/09/2022
AW097657K (E)	TRANSFER	Registered	26/09/2022

END OF REGISTER SEARCH STATEMENT

Additional information: (not part of the Register Search Statement)

Street Address: 9-11 OLD HEIDELBERG ROAD ALPHINGTON VIC 3078

ADMINISTRATIVE NOTICES

NIL

eCT Control 19300F ALLENS
Effective from 26/09/2022

DOCUMENT END

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TITLE PLAN		EDITION 1	TP 141701S

Location of Land

Parish: JIKA JIKA
Township:
Section:
Crown Allotment:
Crown Portion:

Last Plan Reference: LP7221
Derived From: VOL 9876 FOL 564
Depth Limitation: NIL

Notations

ANY REFERENCE TO MAP IN THE TEXT MEANS THE DIAGRAM SHOWN ON THIS TITLE PLAN

Description of Land / Easement Information

ALL THAT PIECE OF LAND IN THE PARISH OF JIKA JIKA BEING LOT 4 ON PLAN OF SUBDIVISION NO. 7221 WHICH LAND IS SHOWN ENCLOSED BY CONTINUOUS LINES ON THE MAP HEREON TOGETHER WITH A RIGHT OF DRAINAGE FOR SURFACE WATER AND FOR SEWERAGE PURPOSES IN CONNECTION WITH THE MELBOURNE AND METROPOLITAN BOARD OF WORKS SYSTEM OF SEWERAGE THROUGH OVER UNDER OR ALONG THE LAND SHOWN MARKED "A-1" ON THE SAID MAP - - - - - - - - - - - - - - - - - - -

THIS PLAN HAS BEEN PREPARED FOR THE LAND REGISTRY, LAND VICTORIA, FOR TITLE DIAGRAM PURPOSES AS PART OF THE LAND TITLES AUTOMATION PROJECT
COMPILED: 13/09/1999
VERIFIED: BE

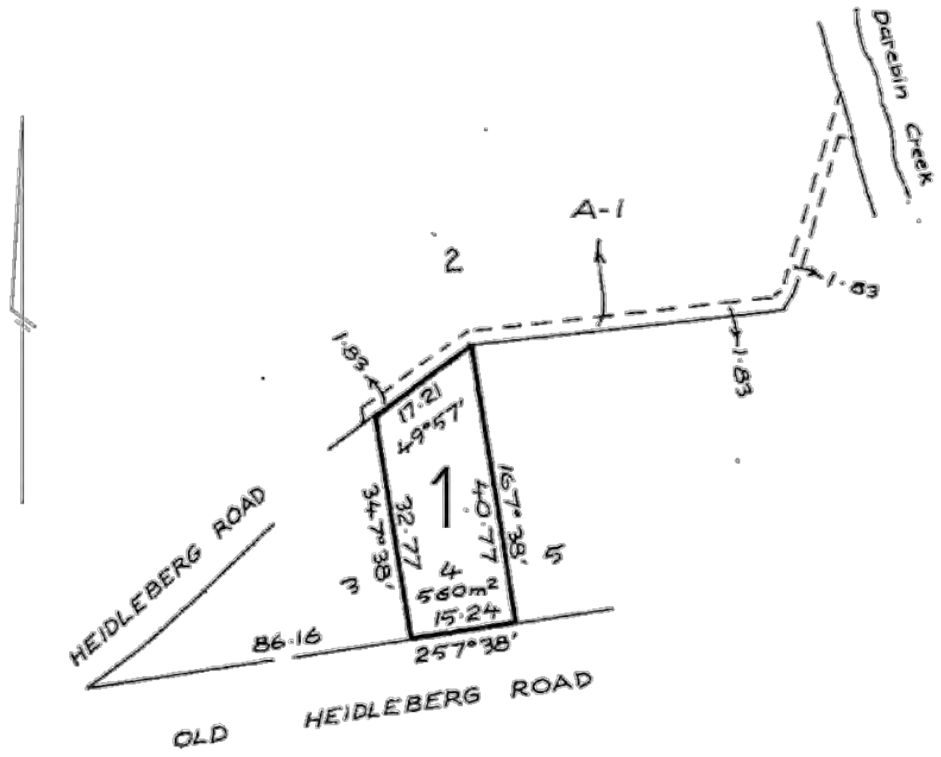


TABLE OF PARCEL IDENTIFIERS
WARNING: Where multiple parcels are referred to or shown on this Title Plan this does not imply separately disposable parcels under Section 8A of the Sale of Land Act 1962
PARCEL 1 = LOT 4 ON LP7221

LENGTHS ARE IN METRES	Metres = 0.3048 x Feet Metres = 0.201168 x Links		Sheet 1 of 1 sheets

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REGISTER SEARCH STATEMENT (Title Search) Transfer of Land Act 1958

VOLUME 08262 FOLIO 915 Security no : 124101227972Y
Produced 17/10/2022 04:46 PM

LAND DESCRIPTION

Lot 1 on Title Plan 518079J.
PARENT TITLE Volume 06724 Folio 688
Created by instrument A887122 06/01/1960

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor
PERPETUAL NOMINEES LTD of LEVEL 18 123 PITT STREET SYDNEY NSW 2000
AW097657K 26/09/2022

ENCUMBRANCES, CAVEATS AND NOTICES

Any encumbrances created by Section 98 Transfer of Land Act 1958 or Section 24 Subdivision Act 1988 and any other encumbrances shown or entered on the plan set out under DIAGRAM LOCATION below.

DIAGRAM LOCATION

SEE TP518079J FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NUMBER		STATUS	DATE
AV743709C (E)	WITHDRAWAL OF CAVEAT	Registered	15/06/2022
AW011138V (E)	CAVEAT	Registered	30/08/2022
AW051719X (E)	CONV PCT & NOM ECT TO LC	Completed	12/09/2022
AW097657K (E)	TRANSFER	Registered	26/09/2022

----------END OF REGISTER SEARCH STATEMENT----------

Additional information: (not part of the Register Search Statement)

Street Address: 9-11 OLD HEIDELBERG ROAD ALPHINGTON VIC 3078

ADMINISTRATIVE NOTICES

NIL

eCT Control 19300F ALLENS
Effective from 26/09/2022

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Attachment 2 - PLN22/0806 - 9 - 11 Old Heidelberg Road Alphington - Planning Report

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TITLE PLAN		EDITION 1	TP 518079J

Location of Land

Parish: JIKA JIKA
Township:
Section:
Crown Allotment:
Crown Portion:

Last Plan Reference: LP 7221
Derived From: VOL 8262 FOL 915
Depth Limitation: NIL

Notations

ANY REFERENCE TO MAP IN THE TEXT MEANS THE DIAGRAM SHOWN ON THIS TITLE PLAN

Description of Land / Easement Information

All that piece of Land, delineated and coloured red, blue and green on the map - - - - - - - - - - - - - - - being part of Lot 2 on Plan of Subdivision No.7221 Parish of Jika Jika - Together with a right to use the land coloured yellow on - the said map for drainage and sewerage purposes - - - - - - - - - - - - - - - - - -

THIS PLAN HAS BEEN PREPARED FOR THE LAND REGISTRY, LAND VICTORIA, FOR TITLE DIAGRAM PURPOSES AS PART OF THE LAND TITLES AUTOMATION PROJECT
COMPILED: 11/09/2000
VERIFIED: AC

ENCUMBRANCES REFERRED TO

As to the land coloured blue - -
ANY EASEMENTS affecting the same - - - - - - - - - - -
As to the land coloured green - -
THE DRAINAGE AND SEWERAGE EASEMENT reserved by Instrument of Transfer No.A.887122 in the Register Book - - - - - -

COLOUR CODE
BL = BLUE G = GREEN
R = RED Y = YELLOW



TABLE OF PARCEL IDENTIFIERS
WARNING: Where multiple parcels are referred to or shown on this Title Plan this does not imply separately disposable parcels under Section 8A of the Sale of Land Act 1962
PARCEL 1 = LOT 2 (PT) ON LP 7221

LENGTHS ARE IN FEET & INCHES	Metres = 0.3048 x Feet Metres = 0.201168 x Links	Sheet 1 of 1 sheets

Department of Environment, Land, Water & Planning

Electronic Instrument Statement

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Produced: 17/10/2022 04:48:02 PM

Dealing Number: AW051719X

Status: Completed
Date and Time Lodged: 12/09/2022 09:35:38 AM
Responsible Subscriber: ROBERT RICHTER & ASSOCIATES PTY LTD
Customer Code: 17849M
Reference:

APPLICATION TO CONVERT AND NOMINATE PAPER CERTIFICATE OF TITLE TO AN ELECTRONIC INSTRUMENT

The Subscriber authorises the conversion of the following paper Certificate(s) of Title to electronic Certificate(s) of Title and their nomination to the instruments contained in the Lodgement Case shown below:

Certificate(s) of Title:
Volume 4404 Folio 623
Volume 7250 Folio 854
Volume 7250 Folio 855
Volume 8262 Folio 915
Volume 9526 Folio 751
Volume 9876 Folio 564
Volume 10466 Folio 872

Lodgement Case ID: 591281507

Following the registration of the instruments in the Lodgement Case, do not return the eCT Control to the nominating Subscriber

Subscriber's Certification:

1. The Certifier has:
(a) retrieved; and
(b) either securely destroyed or made invalid,
the (duplicate) certificate(s) of title for the folio(s) of the Register listed in this Registry Instrument or Document.

Signed by:
David Michael Richter
(for ROBERT RICHTER & ASSOCIATES PTY LTD)
Customer Code: 17849M

Secure Electronic Registries Victoria (SERV), Level 13, 697 Collins Street Docklands 3008
Locked bag 20005, Melbourne 3001, DX 210189
ABN 86 627 986 396

Department of Environment, Land, Water & Planning

Electronic Instrument Statement

Dated: 12 September 2022

File Notes:
NIL

This is a representation of the digitally signed Electronic Instrument or Document certified by Land Use Victoria.

Statement End.

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Locked bag 20005, Melbourne 3001, DX 210189
ABN 86 627 986 396

Department of Environment, Land, Water & Planning

Electronic Instrument Statement

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The Victorian Government acknowledges the Traditional Owners of Victoria and pays respects to their ongoing connection to their Country, History and Culture. The Victorian Government extends this respect to their Elders, past, present and emerging.

Produced 17/10/2022 04:48:03 PM

Status	Registered	Dealing Number	AW011138V
Date and Time Lodged	30/08/2022 01:48:21 PM		

Lodger Details

Lodger Code	19300F
Name	ALLENS
Address	
Lodger Box	
Phone	
Email	
Reference	DAMM:AAXM:121103953

CAVEAT

Jurisdiction VICTORIA

Privacy Collection Statement
The information in this form is collected under statutory authority and used for the purpose of maintaining publicly searchable registers and indexes.

Land Title Reference
4404/623
7250/854
7250/855
8262/915
9526/751
9876/564
10466/872

Caveator

Name	PERPETUAL NOMINEES LIMITED
ACN	000733700

Grounds of claim
Agreement with the following Parties and Date.

Parties
The Registered Proprietor(s)

Date
04/08/2022

Department of Environment, Land, Water & Planning

Electronic Instrument Statement

Estate or Interest claimed
Freehold Estate

Prohibition
Unless I/we consent in writing

Name and Address for Service of Notice
David McLeish
Address

Floor Type	LEVEL
Floor Number	37
Street Number	101
Street Name	COLLINS
Street Type	STREET
Locality	MELBOURNE
State	VIC
Postcode	3000

The caveator claims the estate or interest specified in the land described on the grounds set out. This caveat forbids the registration of any instrument affecting the estate or interest to the extent specified.

Execution

1. The Certifier has taken reasonable steps to verify the identity of the caveator or his, her or its administrator or attorney.
2. The Certifier has retained the evidence supporting this Registry Instrument or Document.
3. The Certifier has taken reasonable steps to ensure that this Registry Instrument or Document is correct and compliant with relevant law and any Prescribed Requirement.

Executed on behalf of	PERPETUAL NOMINEES LIMITED
Signer Name	DAVID ALEXANDER MCLEISH
Signer Organisation	ALLENS
Signer Role	AUSTRALIAN LEGAL PRACTITIONER
Execution Date	30 AUGUST 2022

File Notes:
NIL

This is a representation of the digitally signed Electronic Instrument or Document certified by Land Use Victoria.

Statement End.

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REGISTER SEARCH STATEMENT (Title Search) Transfer of Land Act 1958

VOLUME 09526 FOLIO 751 Security no : 124101227974W
Produced 17/10/2022 04:47 PM

LAND DESCRIPTION

Lot 1 on Title Plan 083800L.
PARENT TITLE Volume 06724 Folio 688
Created by instrument K487891 03/08/1983

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor
PERPETUAL NOMINEES LTD of LEVEL 18 123 PITT STREET SYDNEY NSW 2000
AW097657K 26/09/2022

ENCUMBRANCES, CAVEATS AND NOTICES

Any encumbrances created by Section 98 Transfer of Land Act 1958 or Section 24 Subdivision Act 1988 and any other encumbrances shown or entered on the plan set out under DIAGRAM LOCATION below.

DIAGRAM LOCATION

SEE TP083800L FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NUMBER		STATUS	DATE
AW011138V (E)	CAVEAT	Registered	30/08/2022
AW051719X (E)	CONV PCT & NOM ECT TO LC	Completed	12/09/2022
AW097657K (E)	TRANSFER	Registered	26/09/2022

END OF REGISTER SEARCH STATEMENT

Additional information: (not part of the Register Search Statement)

Street Address: 9-11 OLD HEIDELBERG ROAD ALPHINGTON VIC 3078

ADMINISTRATIVE NOTICES

NIL

eCT Control 19300F ALLENS
Effective from 26/09/2022

DOCUMENT END

Delivered from the LANDATA® System by GlobalX Pty Ltd

Attachment 2 - PLN22/0806 - 9 - 11 Old Heidelberg Road Alphington - Planning Report

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TITLE PLAN		EDITION 1	TP 83800L

Location of Land

Parish: JIKA JIKA
Township:
Section:
Crown Allotment:
Crown Portion: 121(PT)

Last Plan Reference: LP 7221
Derived From: VOL 9526 FOL 761
Depth Limitation: NIL

Notations

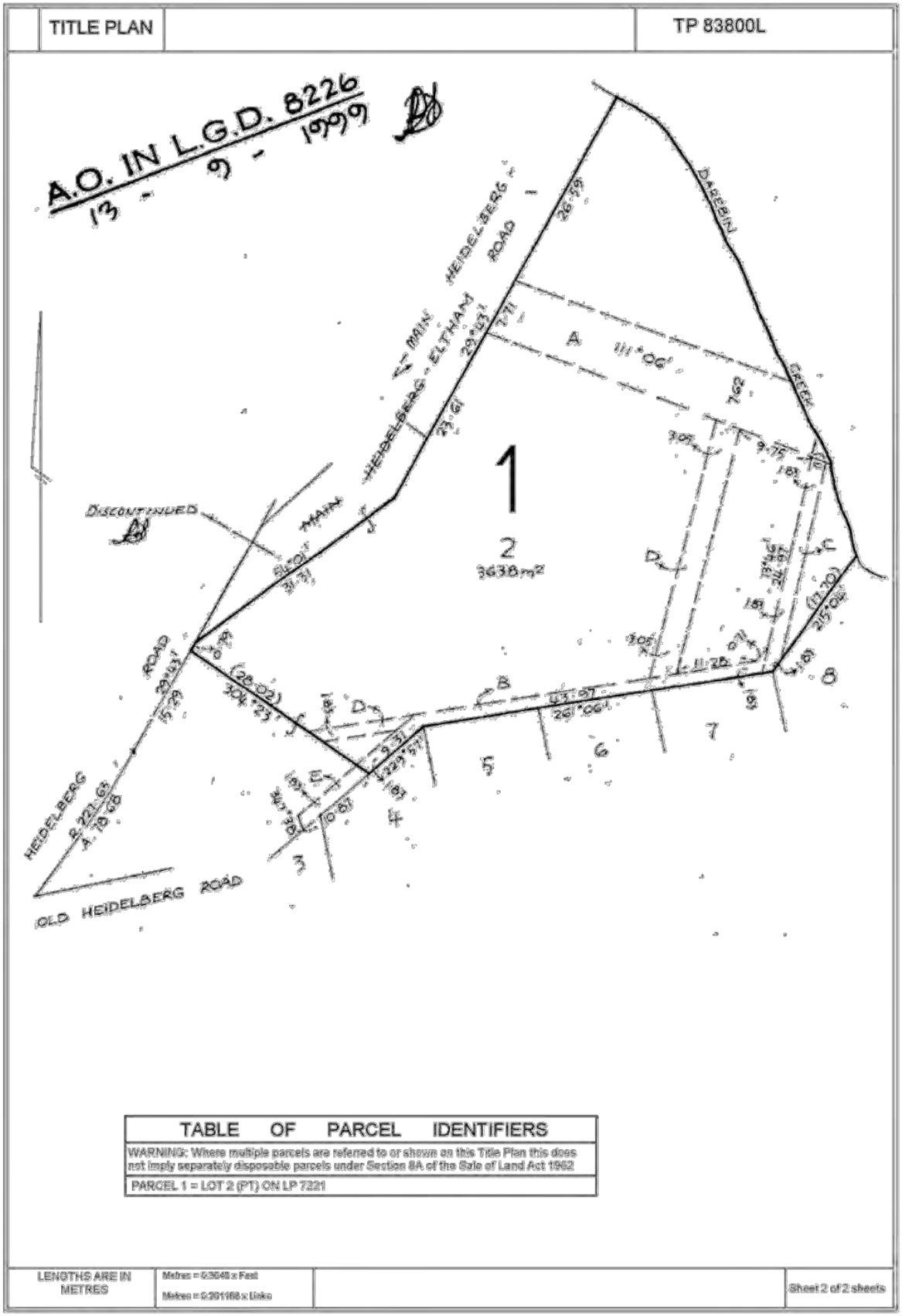
ANY REFERENCE TO MAP IN THE TEXT MEANS THE DIAGRAM SHOWN ON THIS TITLE PLAN

Description of Land / Easement Information

all that piece of land in the Parish of Jika Jika- - - -

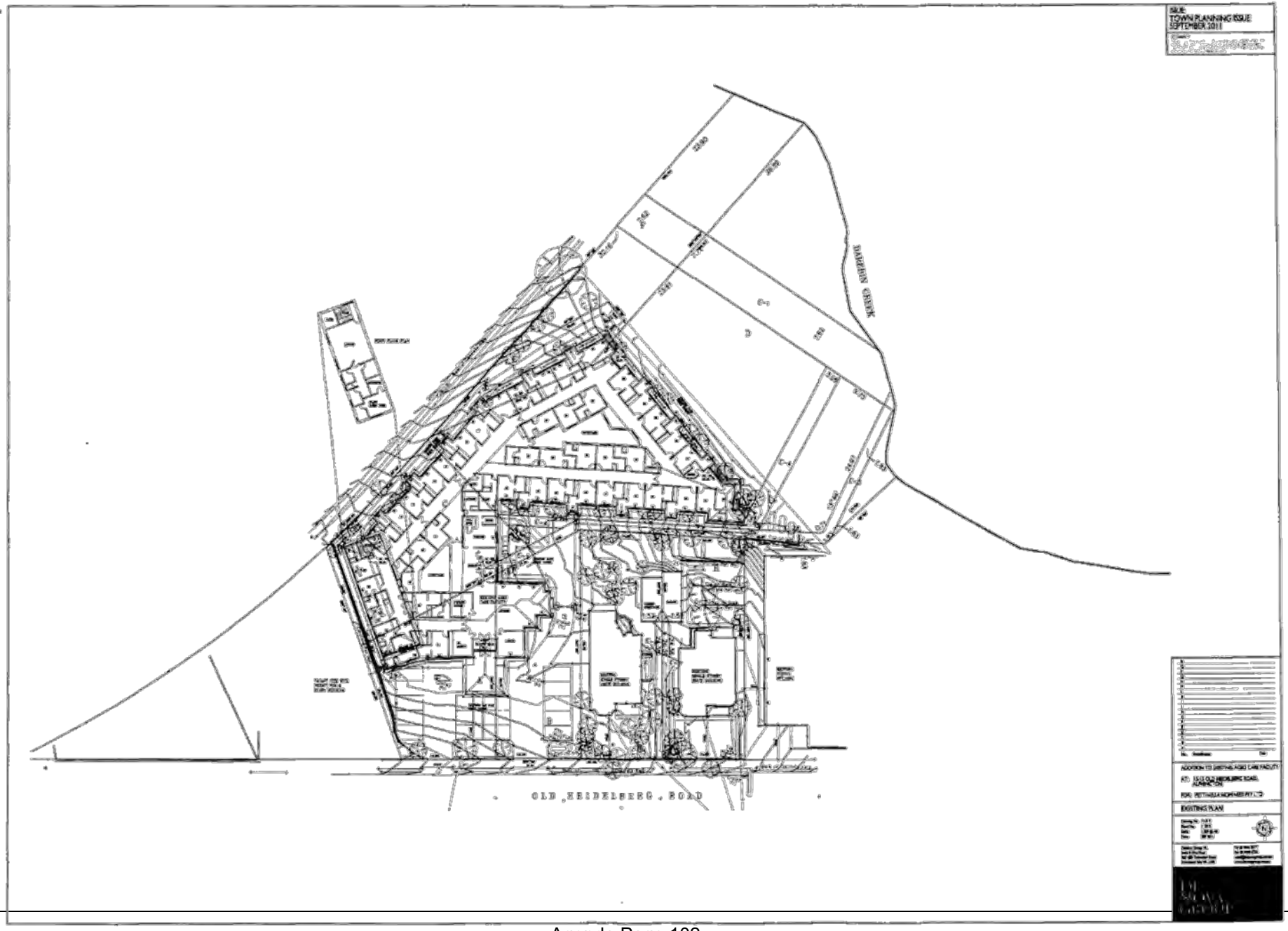
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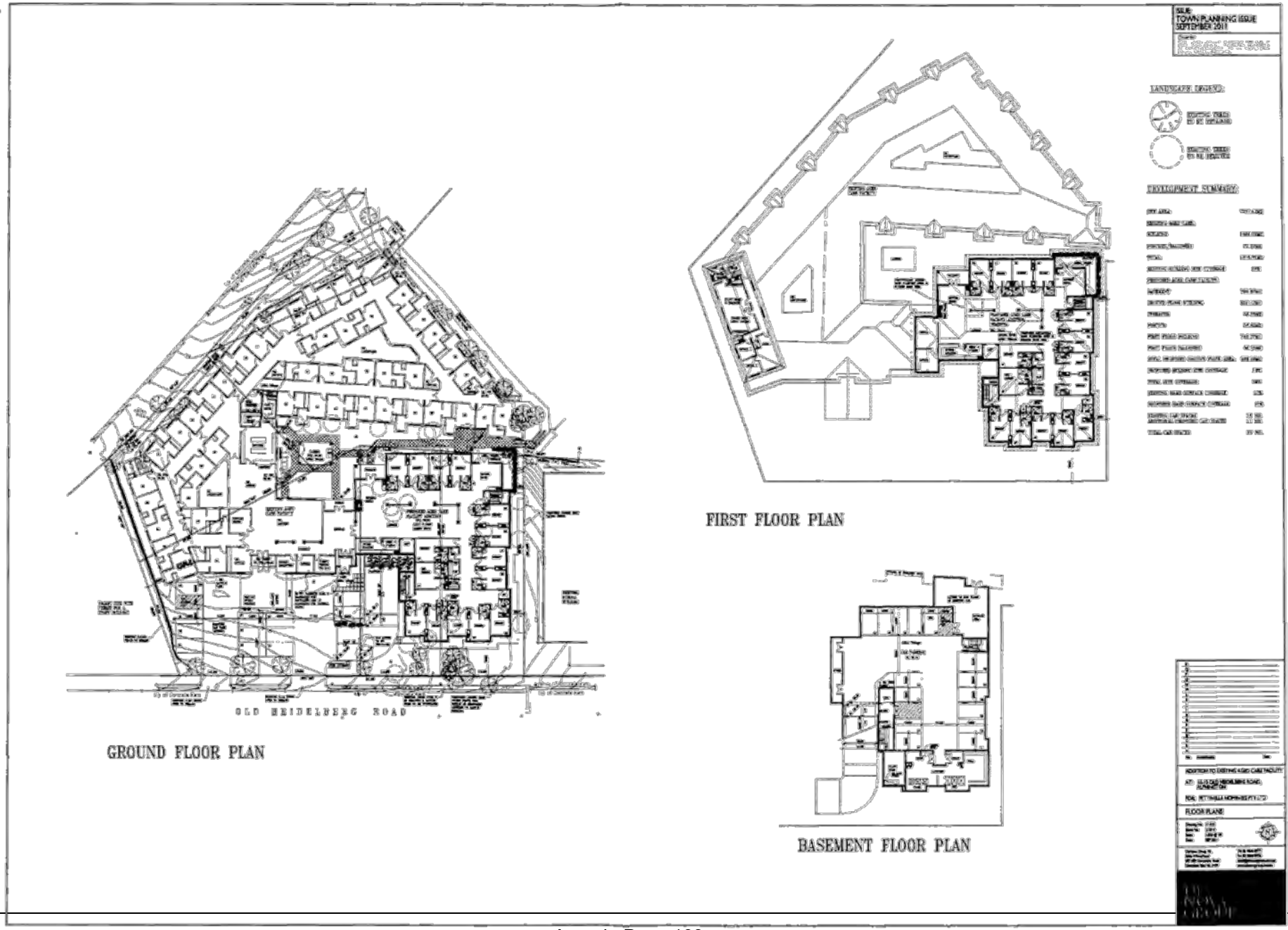


APPENDIX B ADVERTISED PLANS (PLN11/0754)

Attachment 2 - PLN22/0806 - 9 - 11 Old Heidelberg Road Alphington - Planning Report



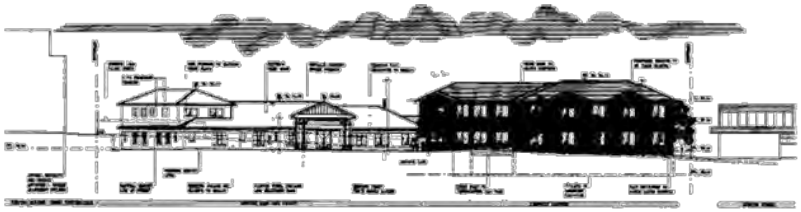
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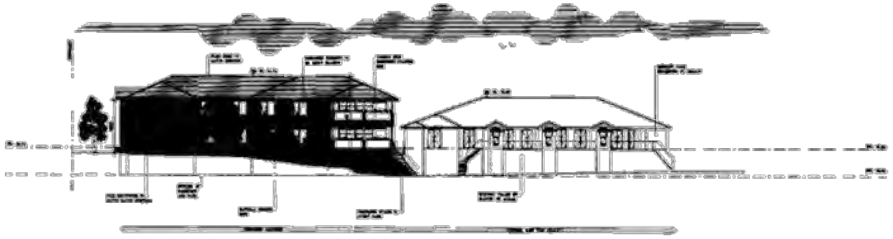
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ISSUE:
TOWN PLANNING ISSUE
SEPTEMBER 2011

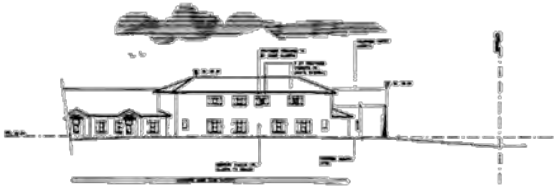
SCHEDULE OF FINISHES



SOUTH ELEVATION – OLD HEIDELBERG ROAD



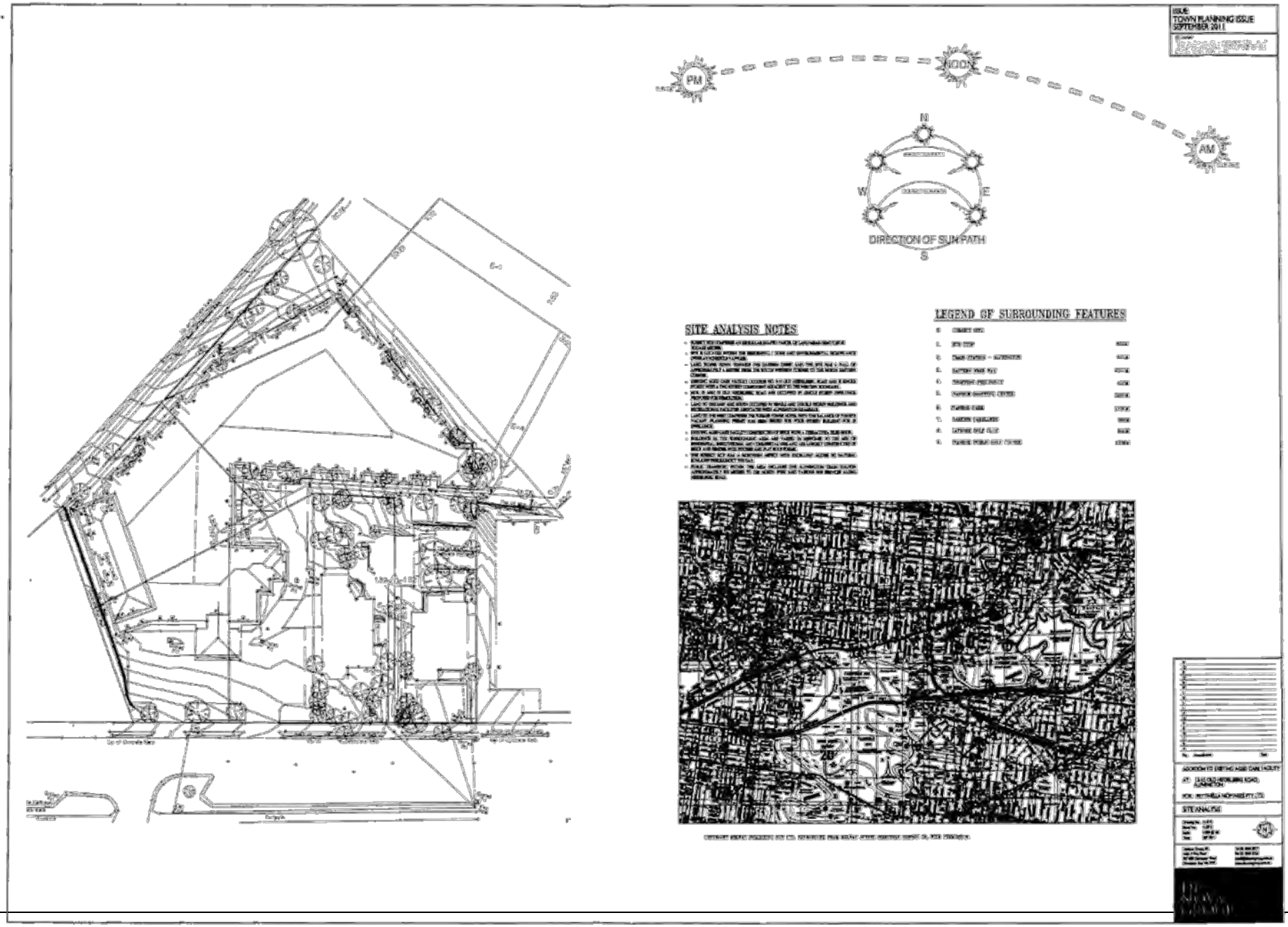
EAST ELEVATION



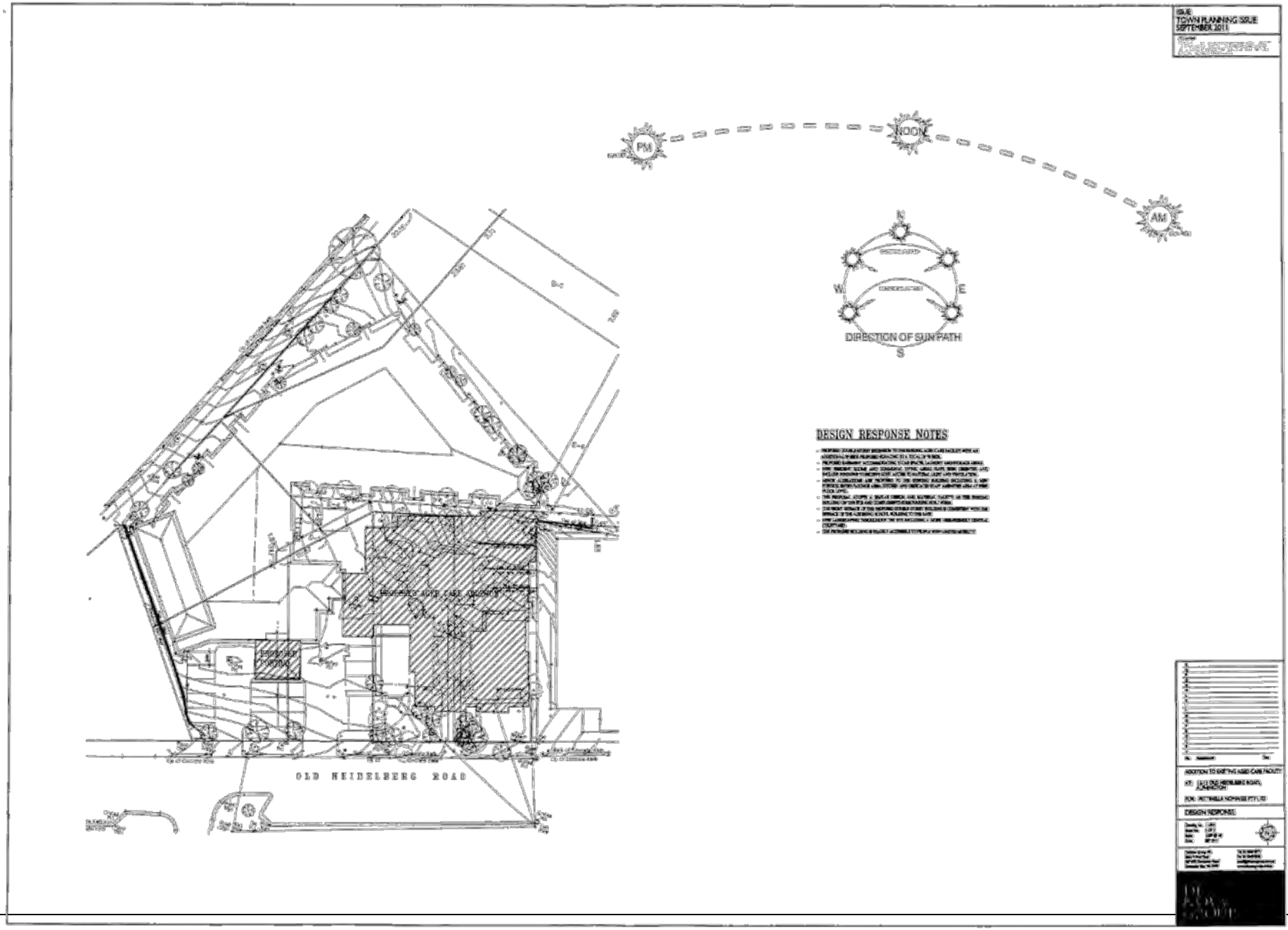
WEST ELEVATION

ELEVATIONS

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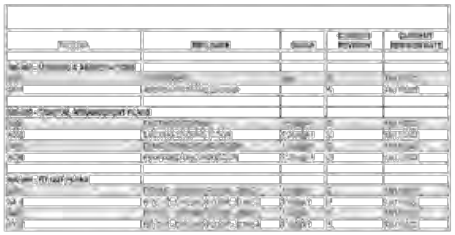


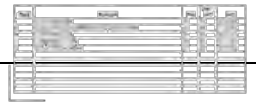
APPENDIX C ARCHITECTURAL PLANS

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ALPHINGTON CLINIC

9-11 OLD HEIDELBERG ROAD, ALPHINGTON, VIC 3078



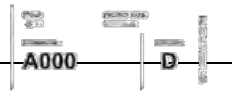




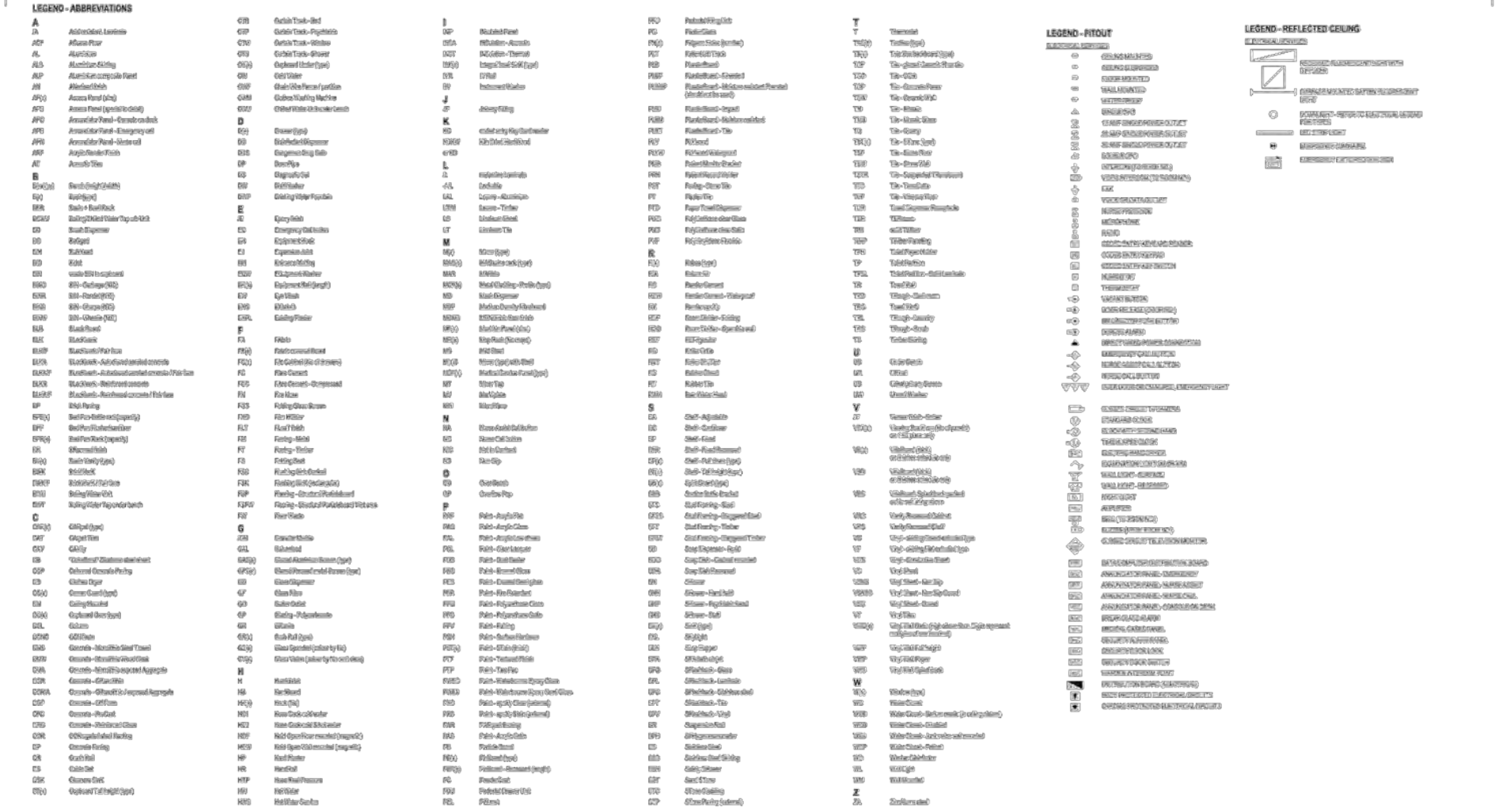




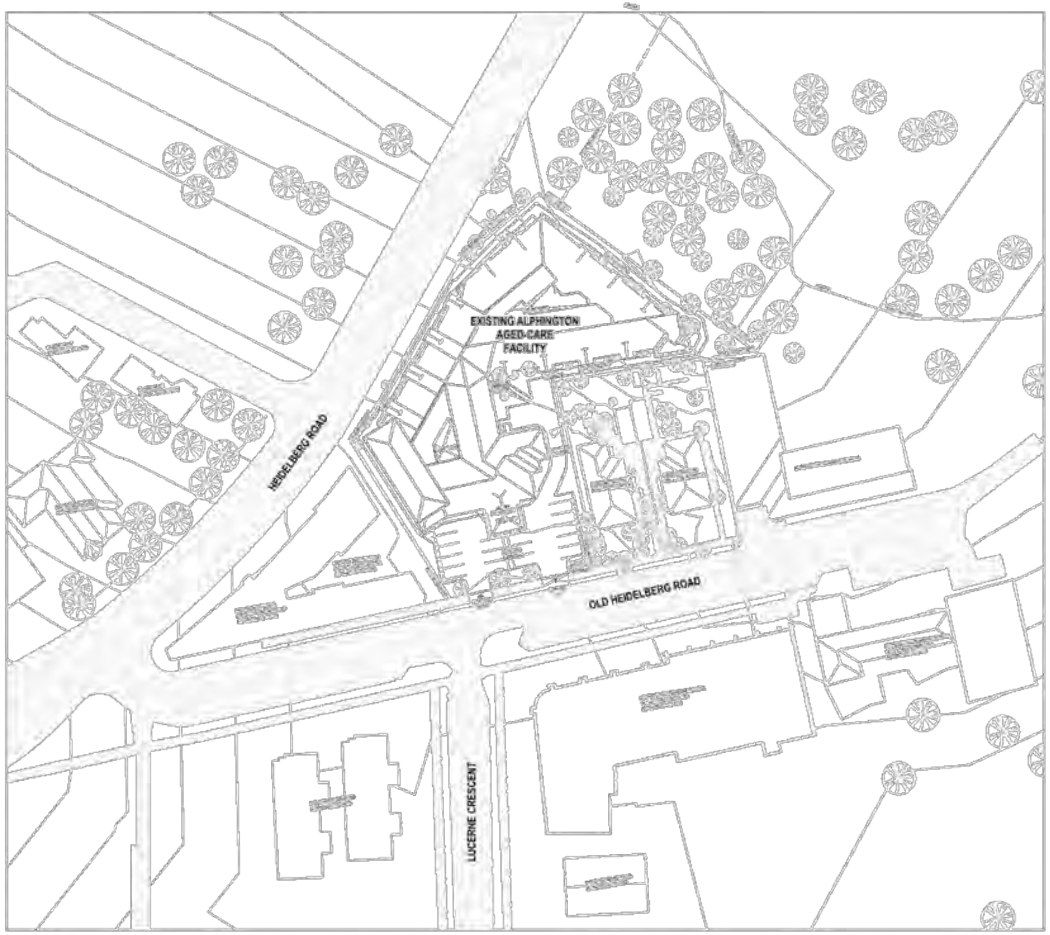




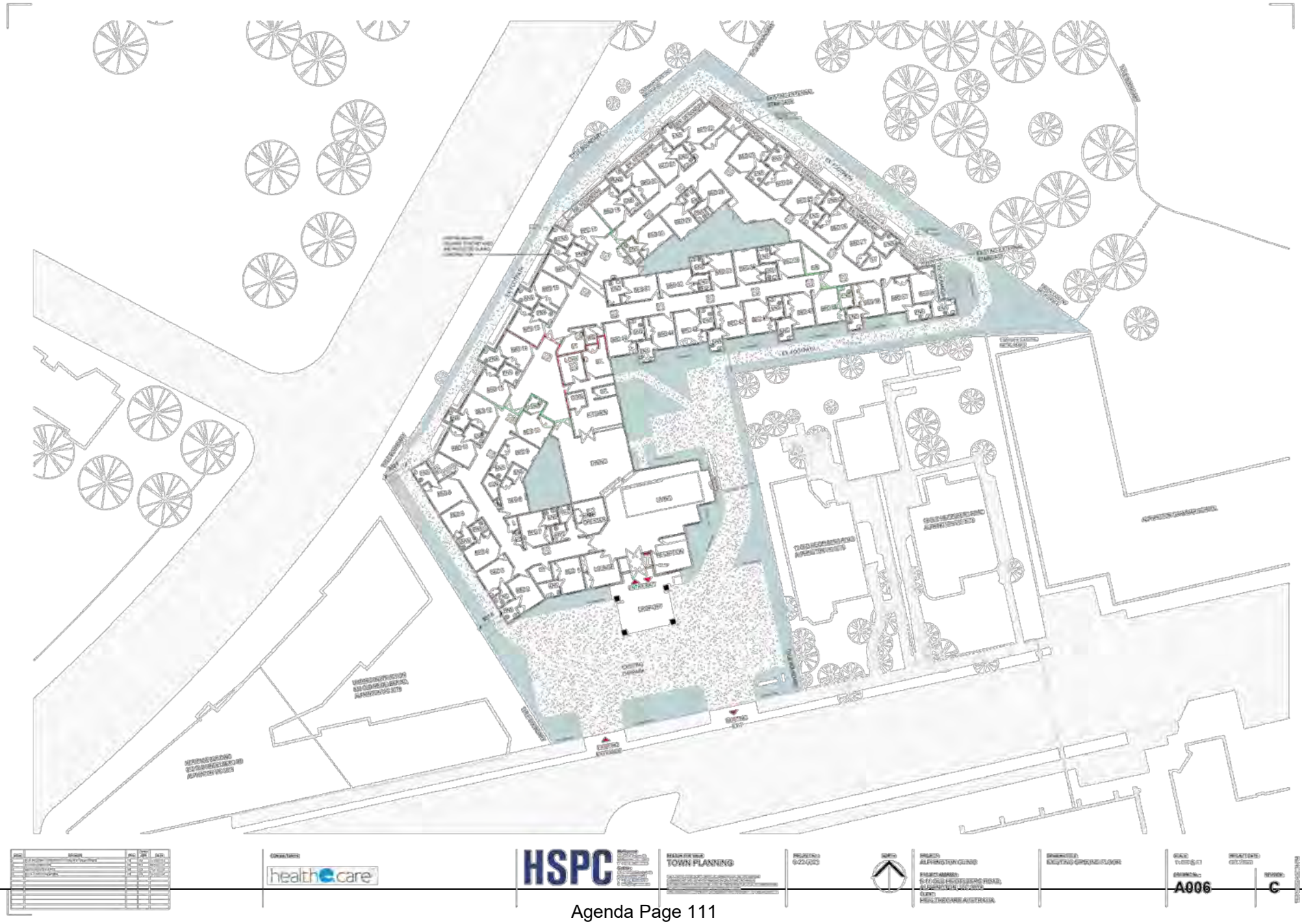
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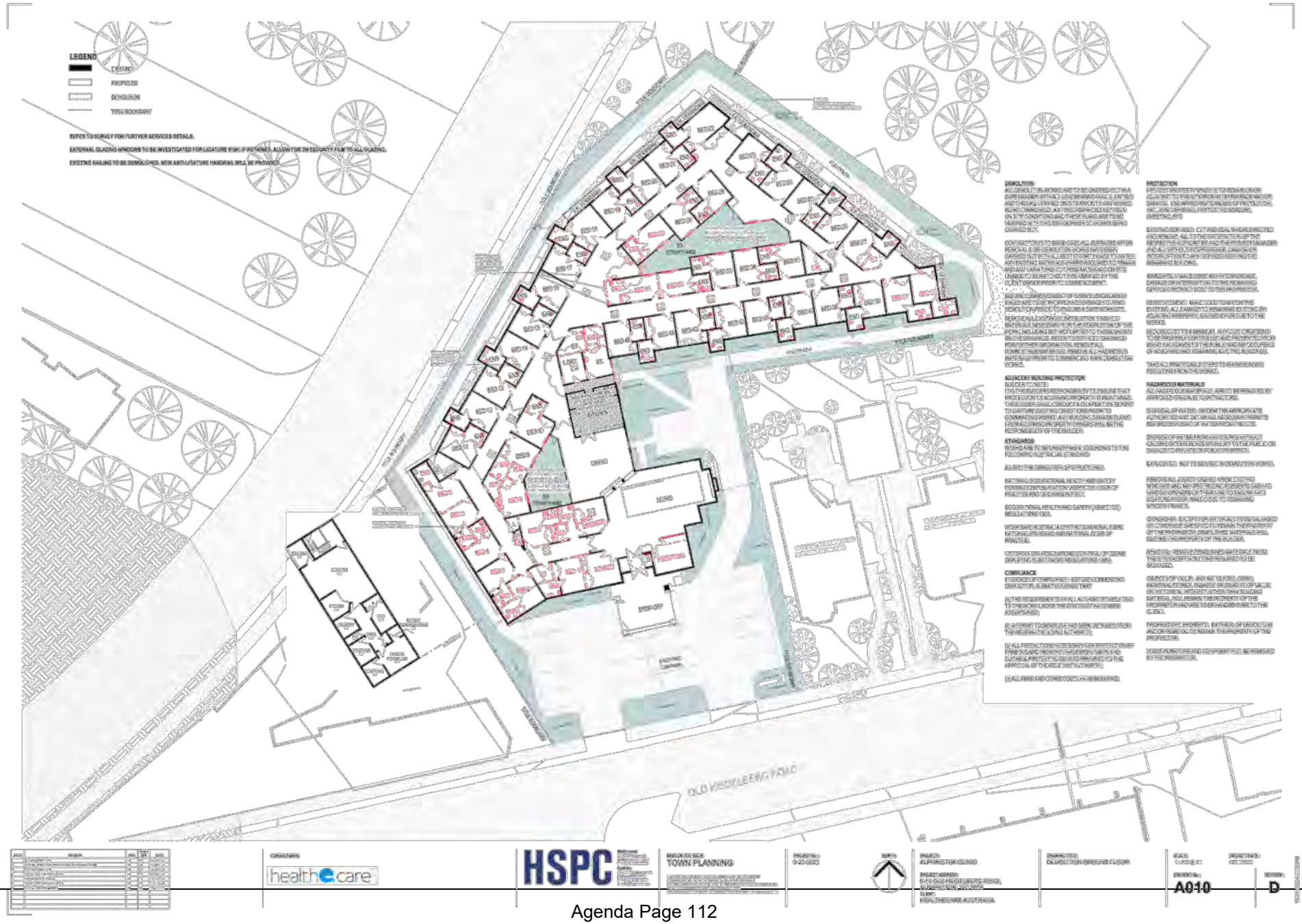
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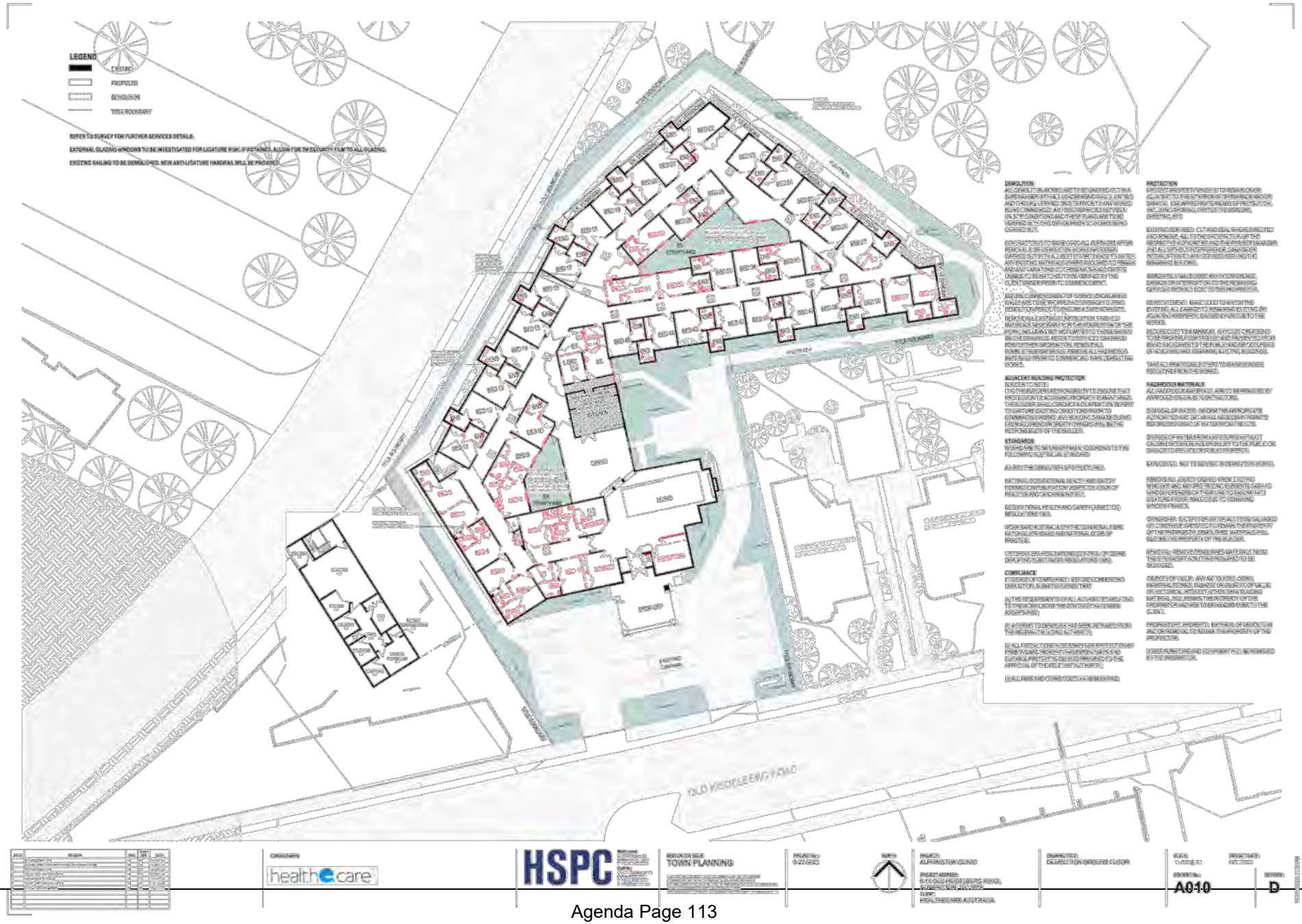
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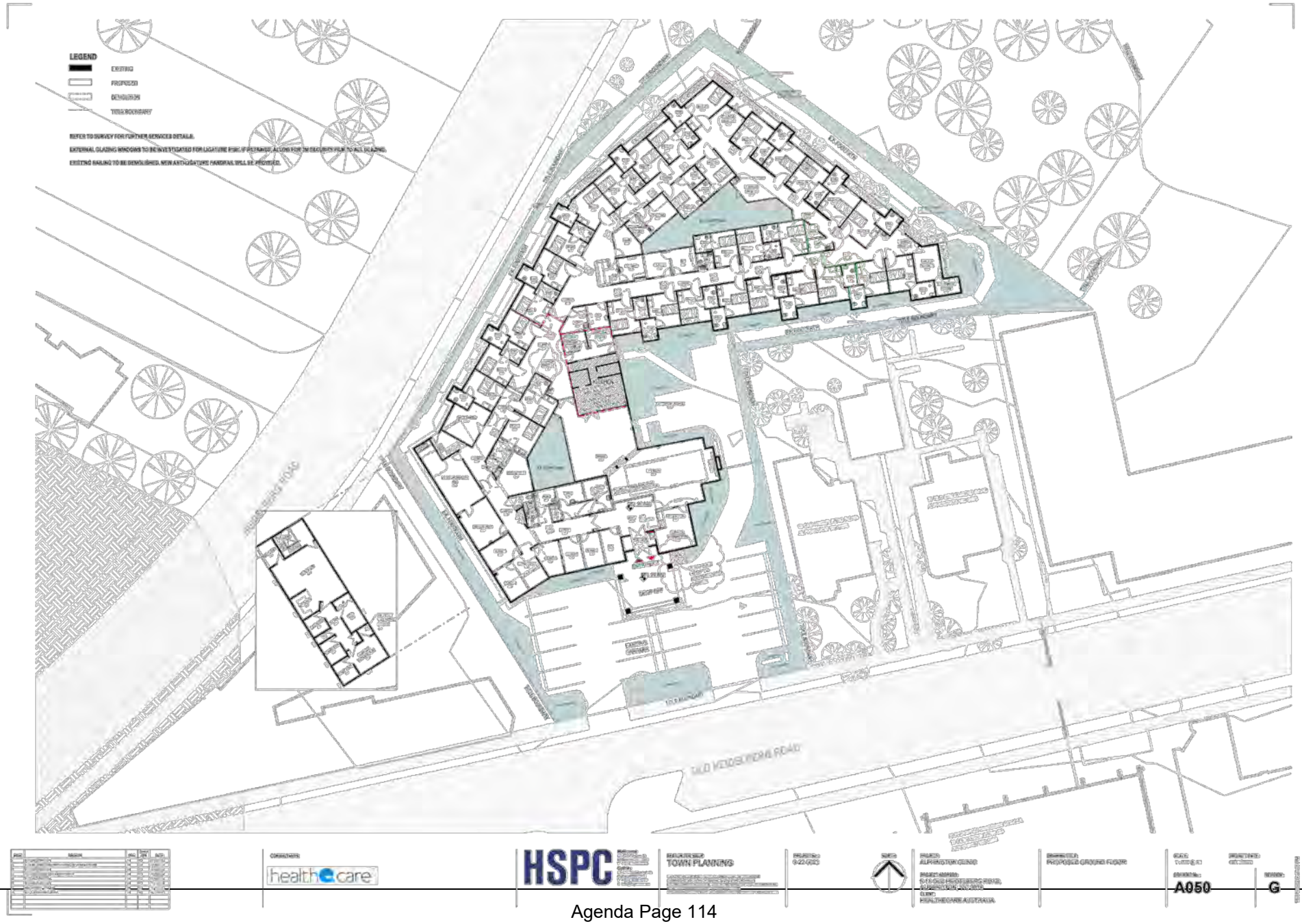
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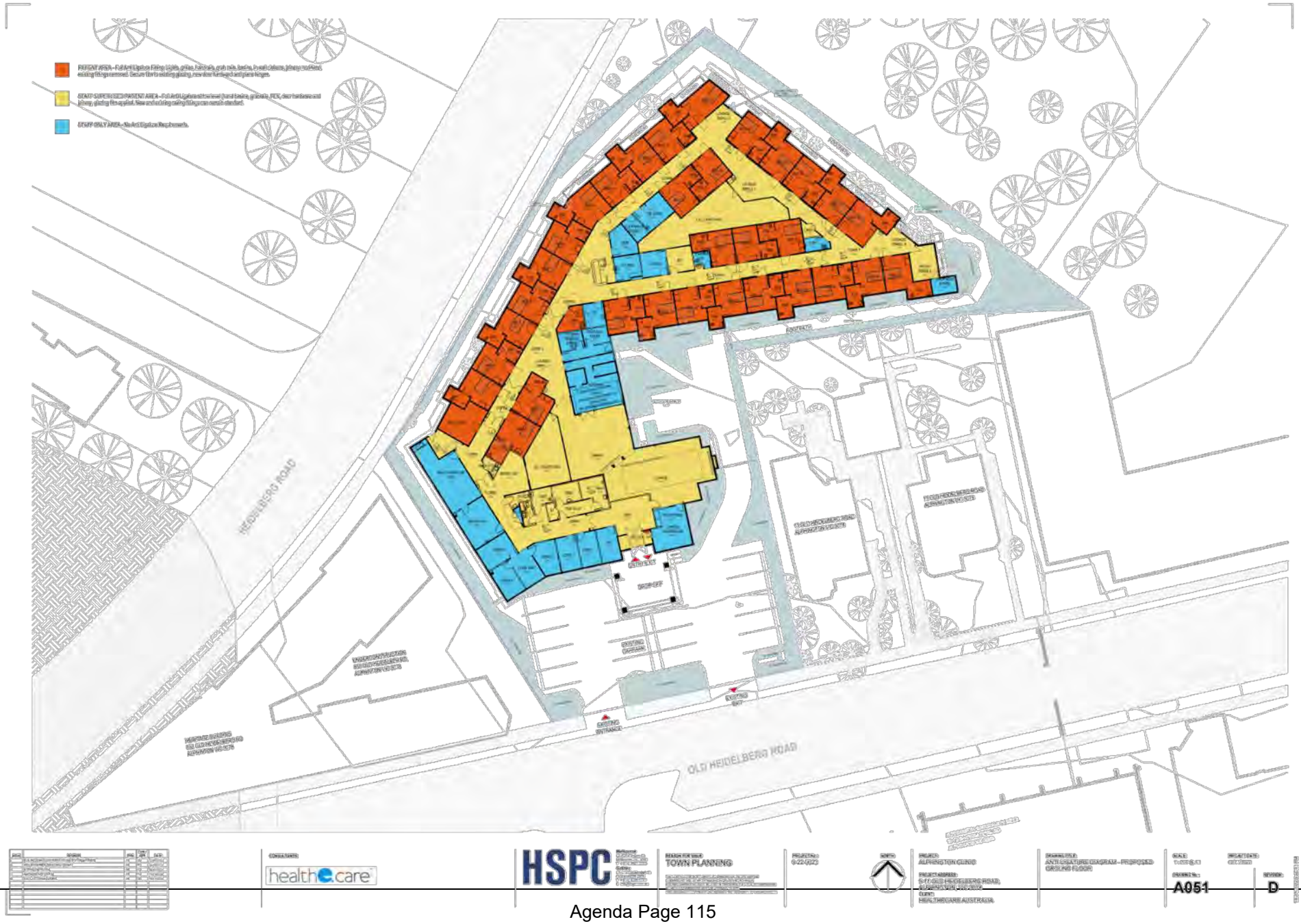
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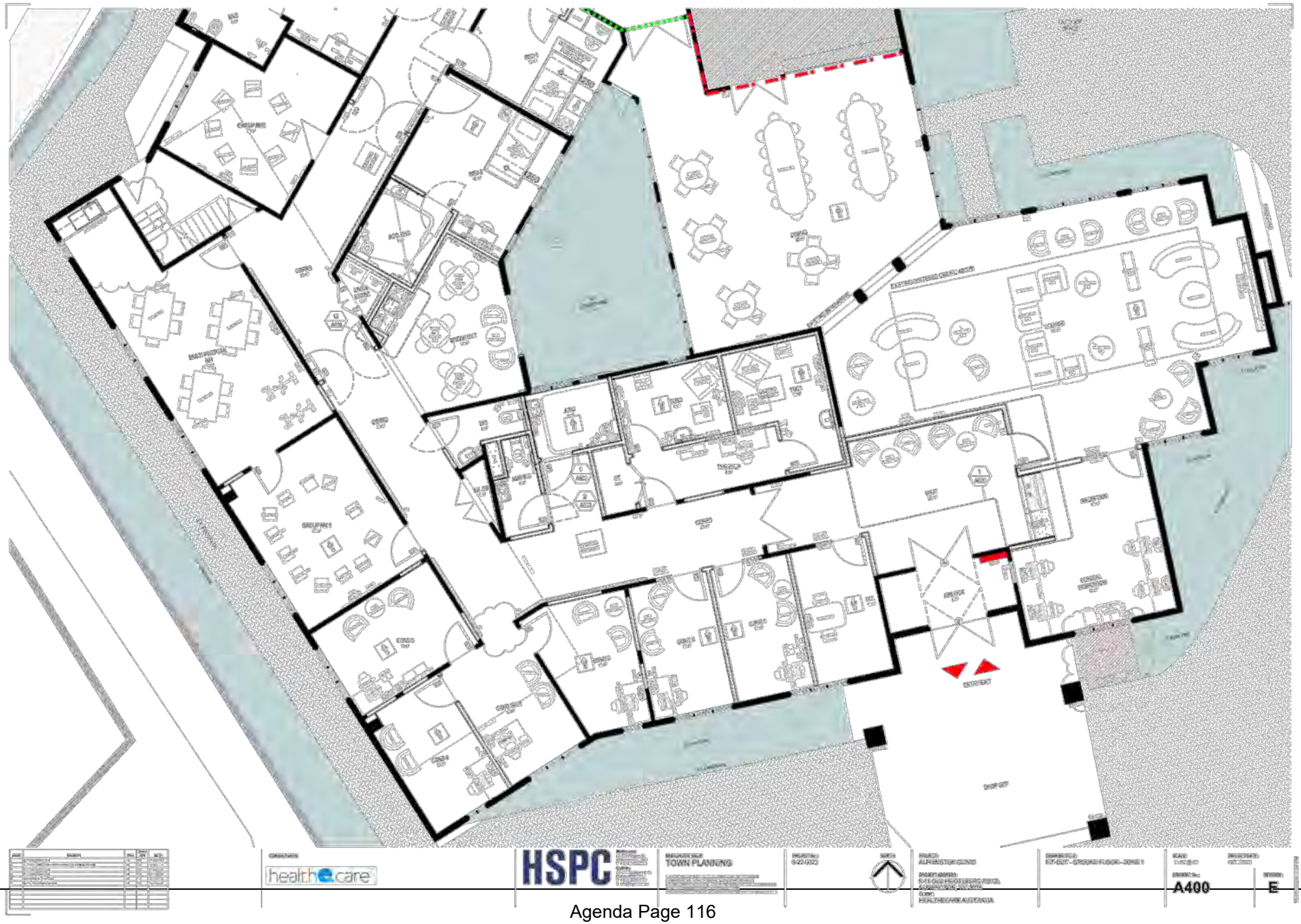
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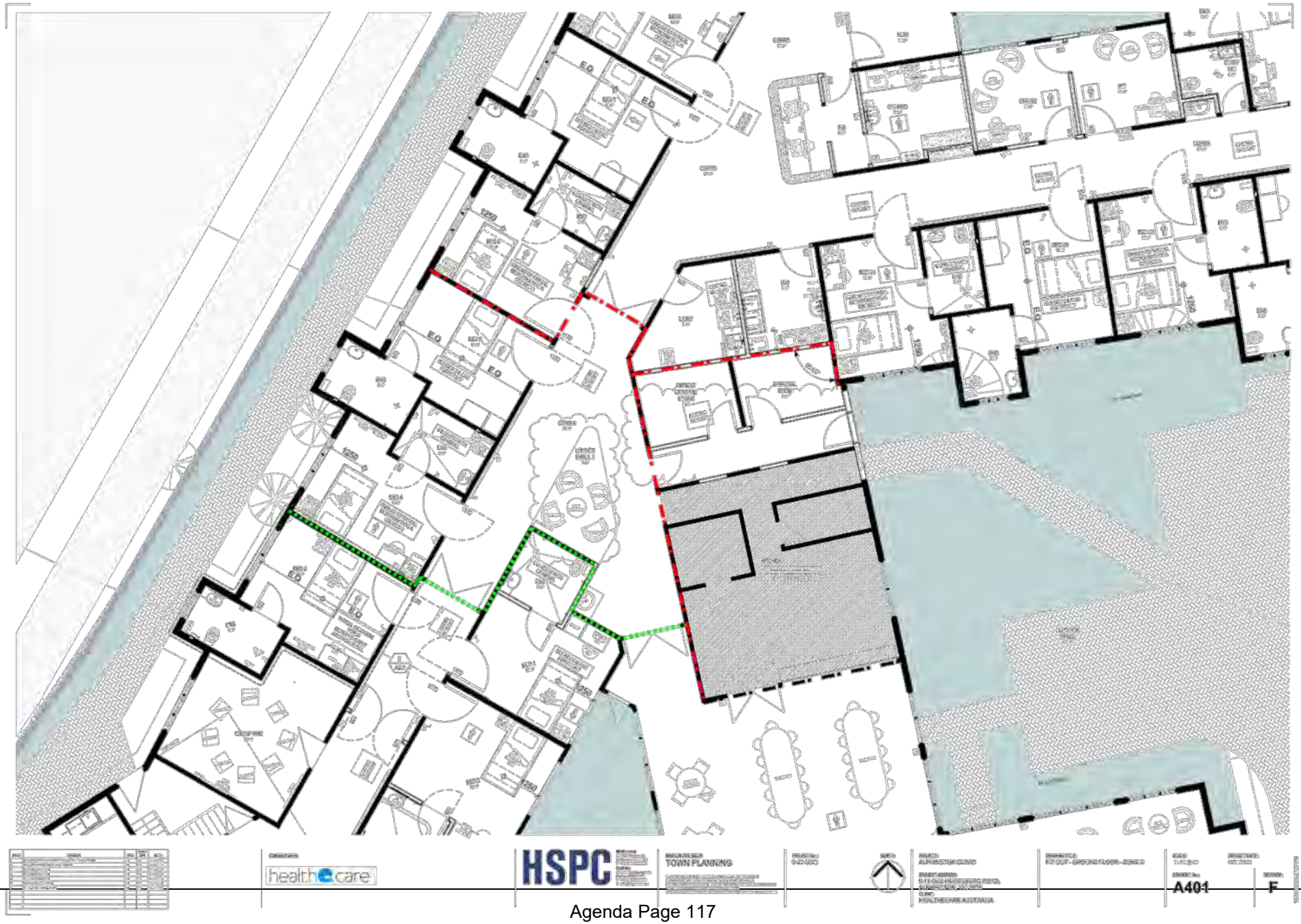
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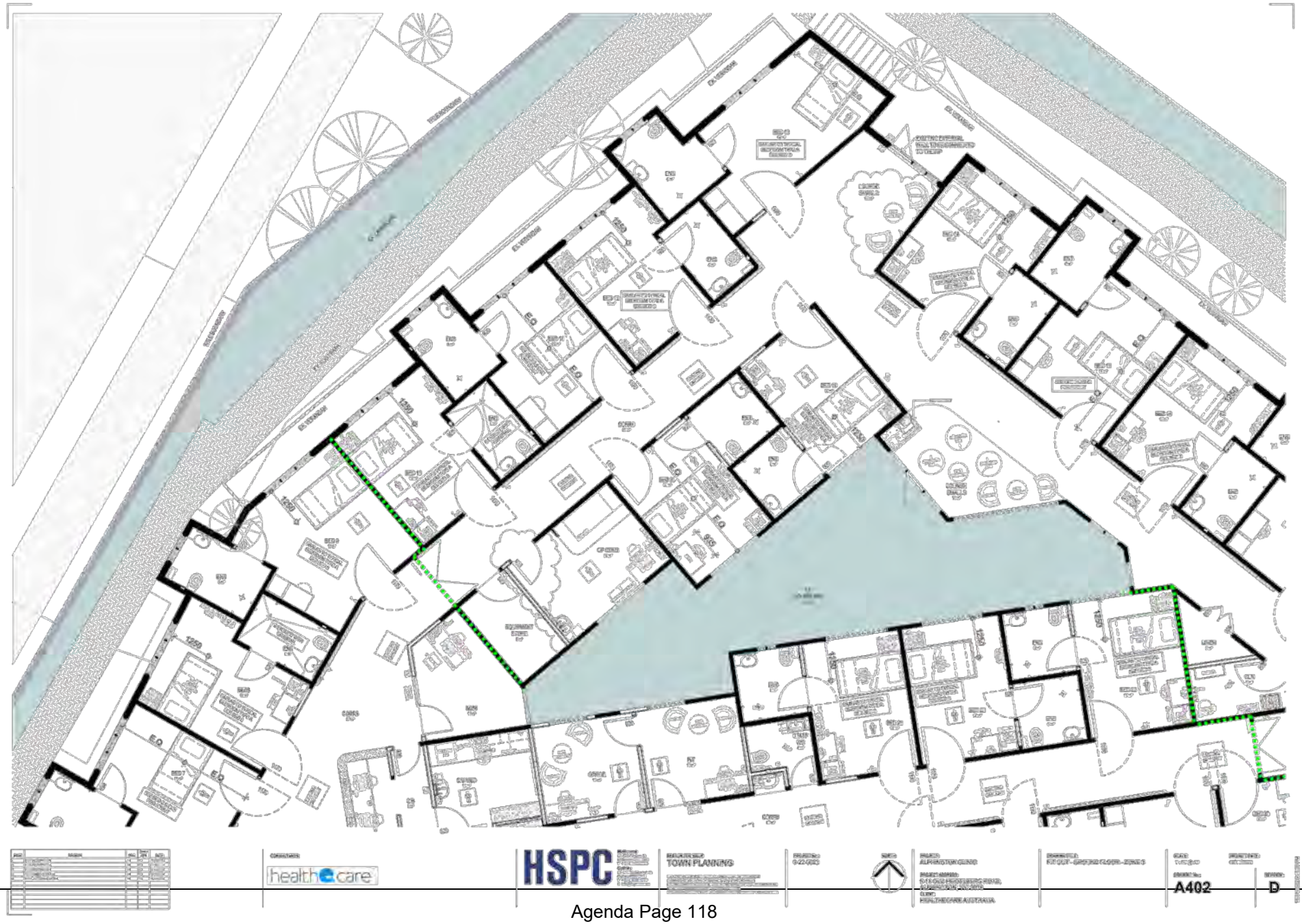
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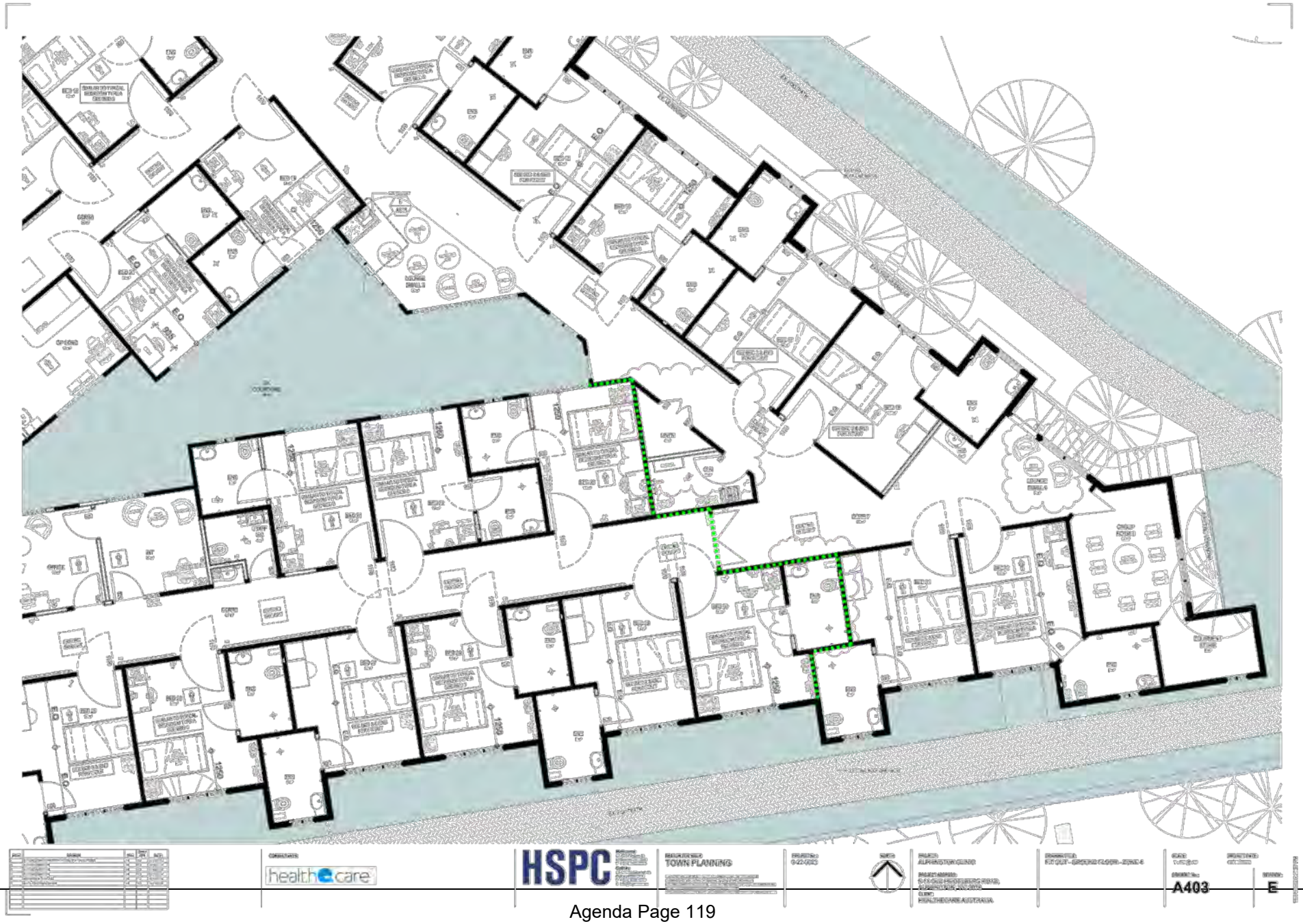
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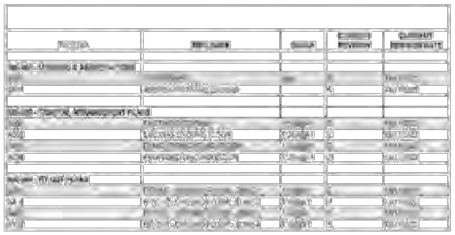
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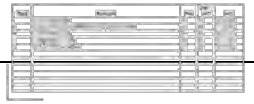


Attachment 3 - PLN22/0806 - 9 - 11 Old Heidelberg Road Alphington - Decision Plans

ALPHINGTON CLINIC

9-11 OLD HEIDELBERG ROAD, ALPHINGTON, VIC 3078

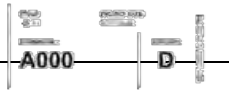




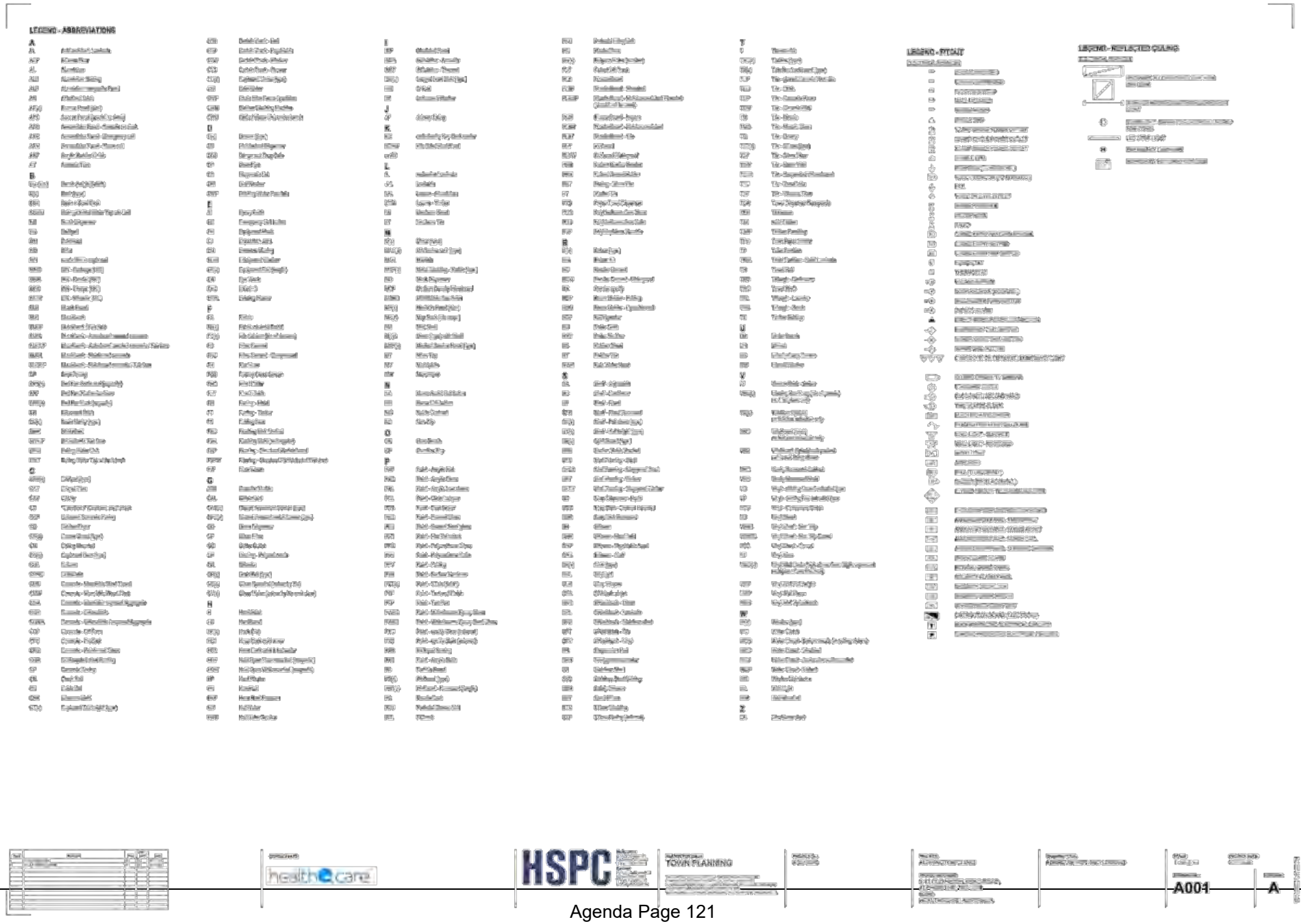




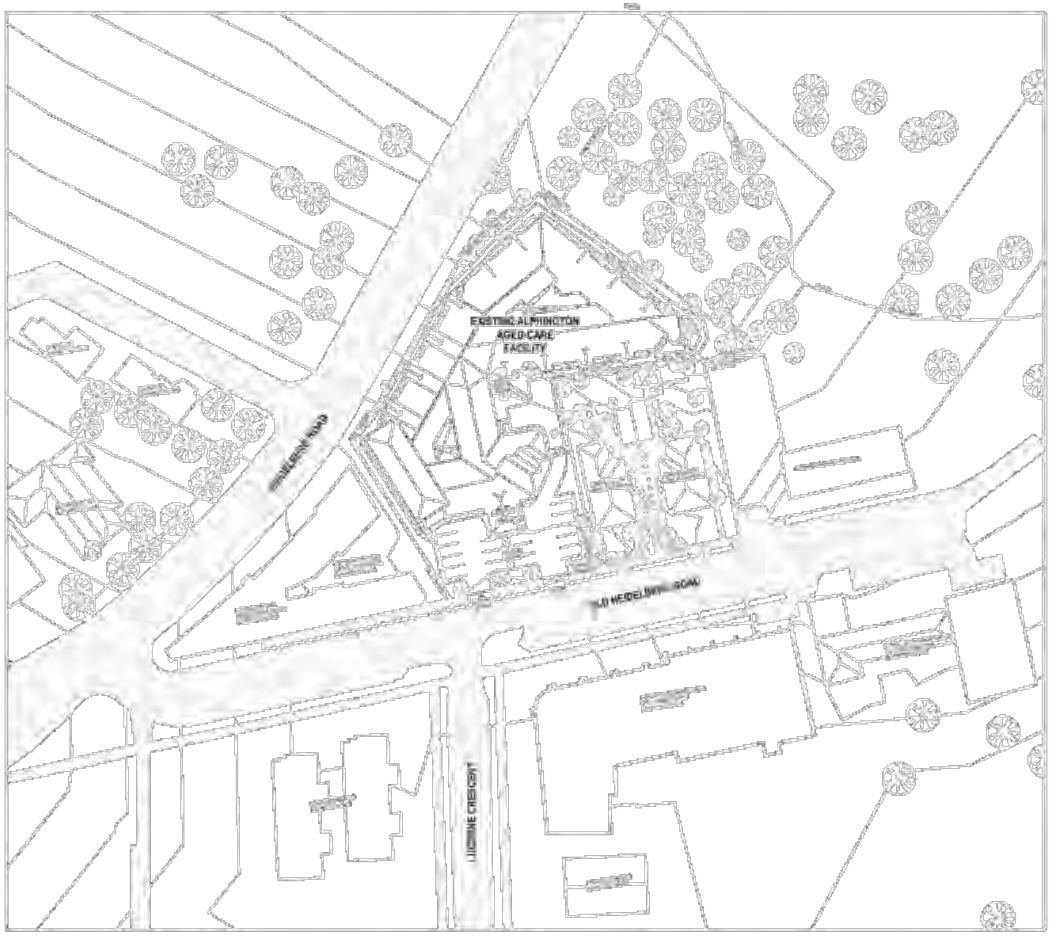




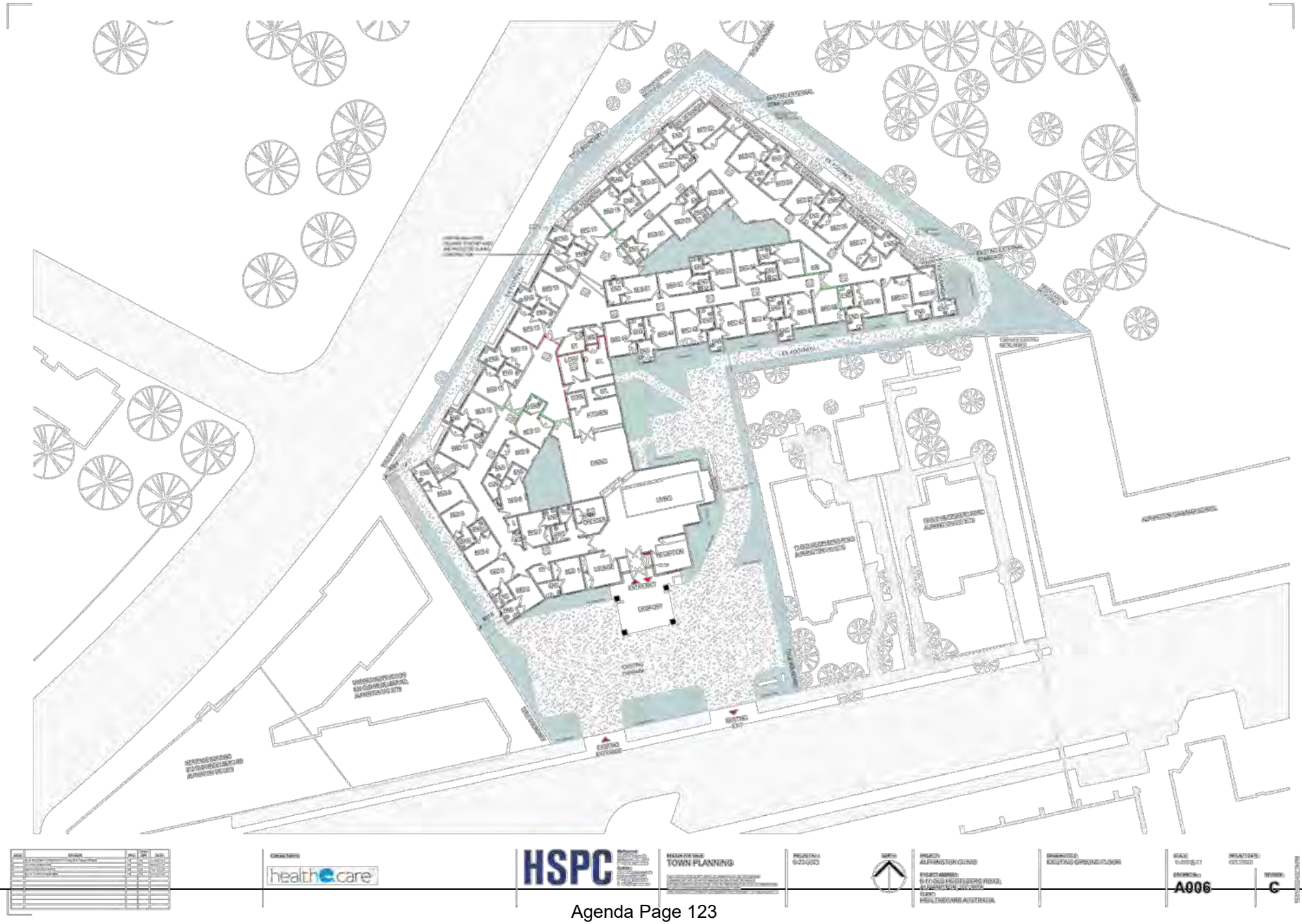
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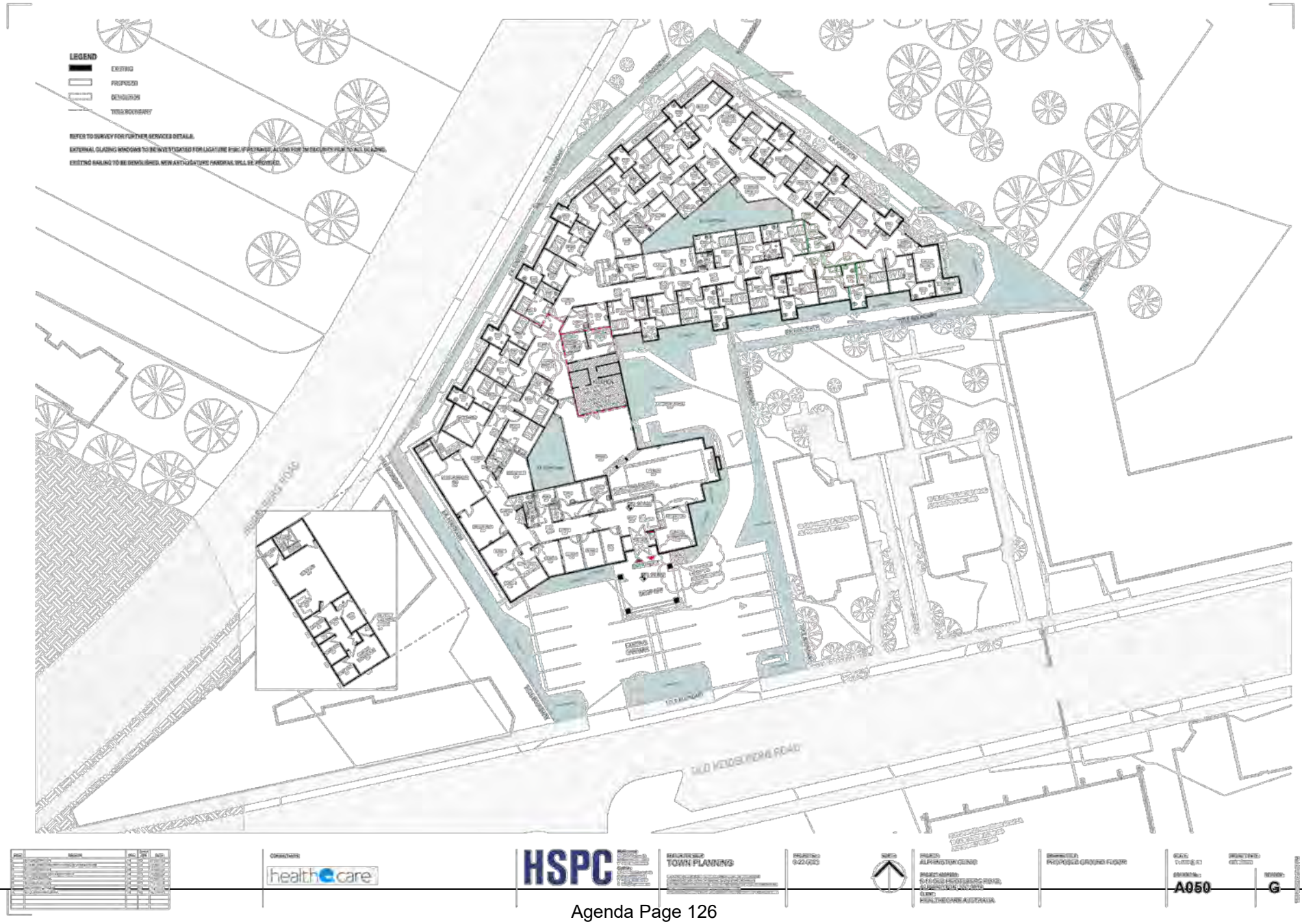
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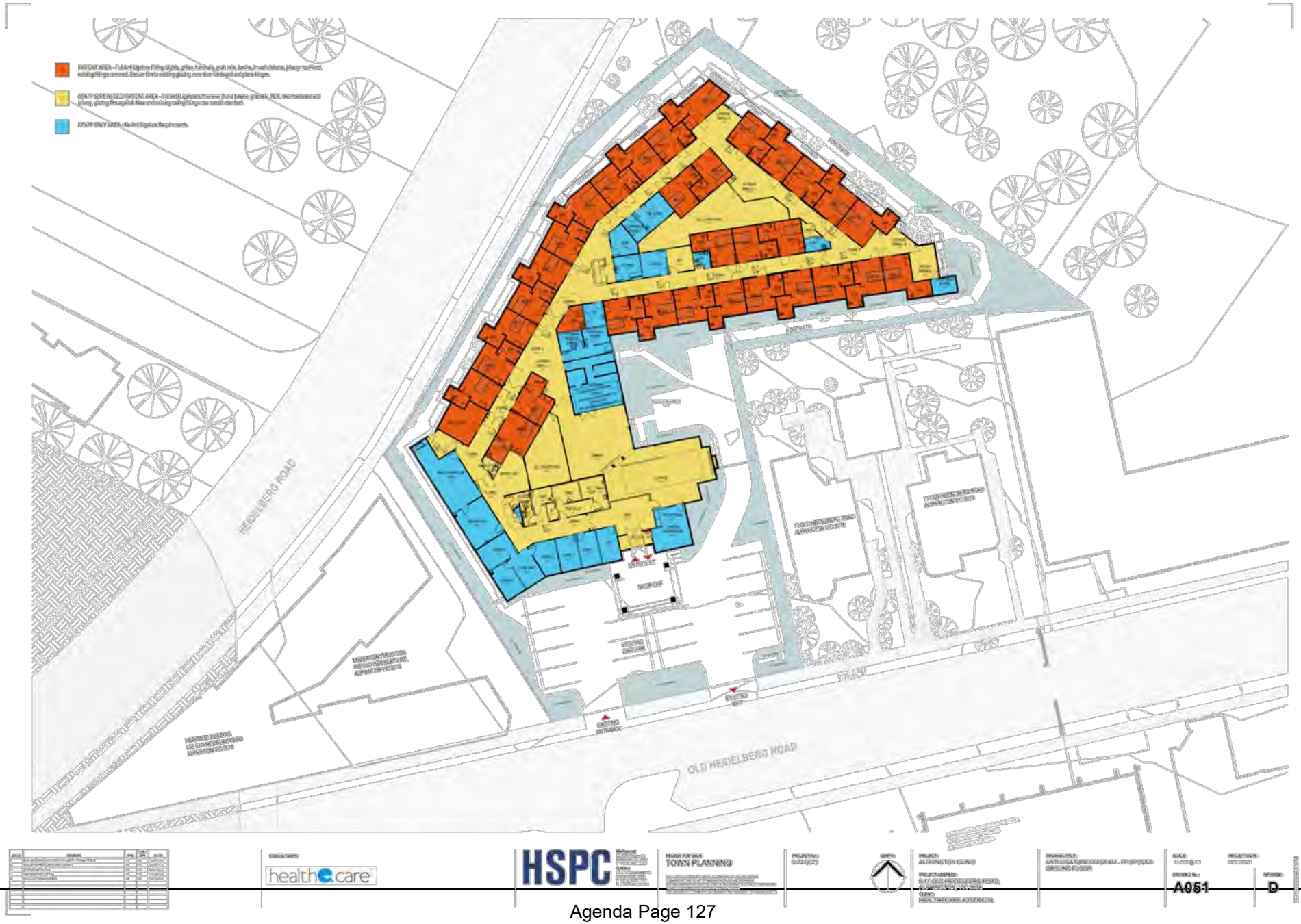
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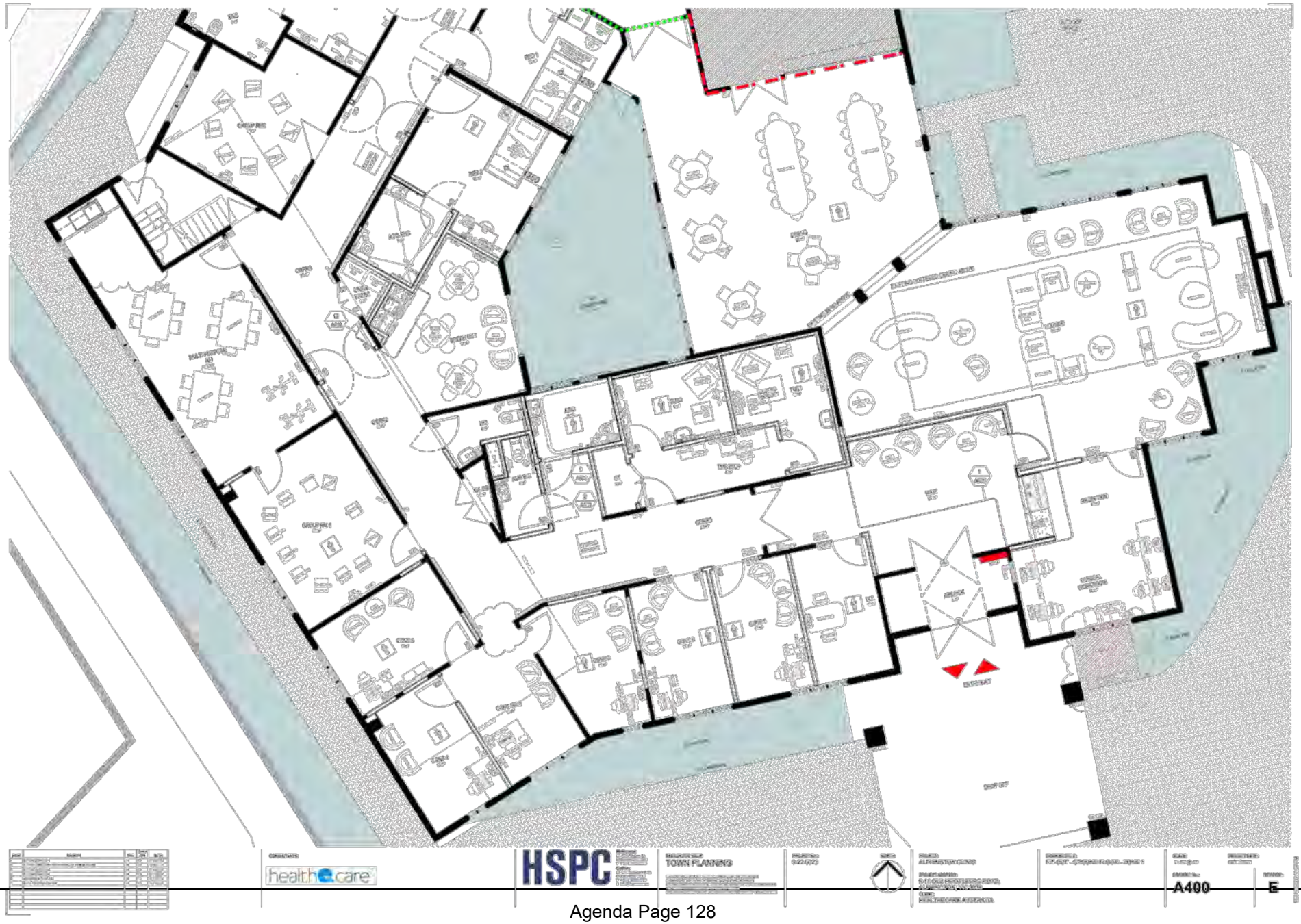
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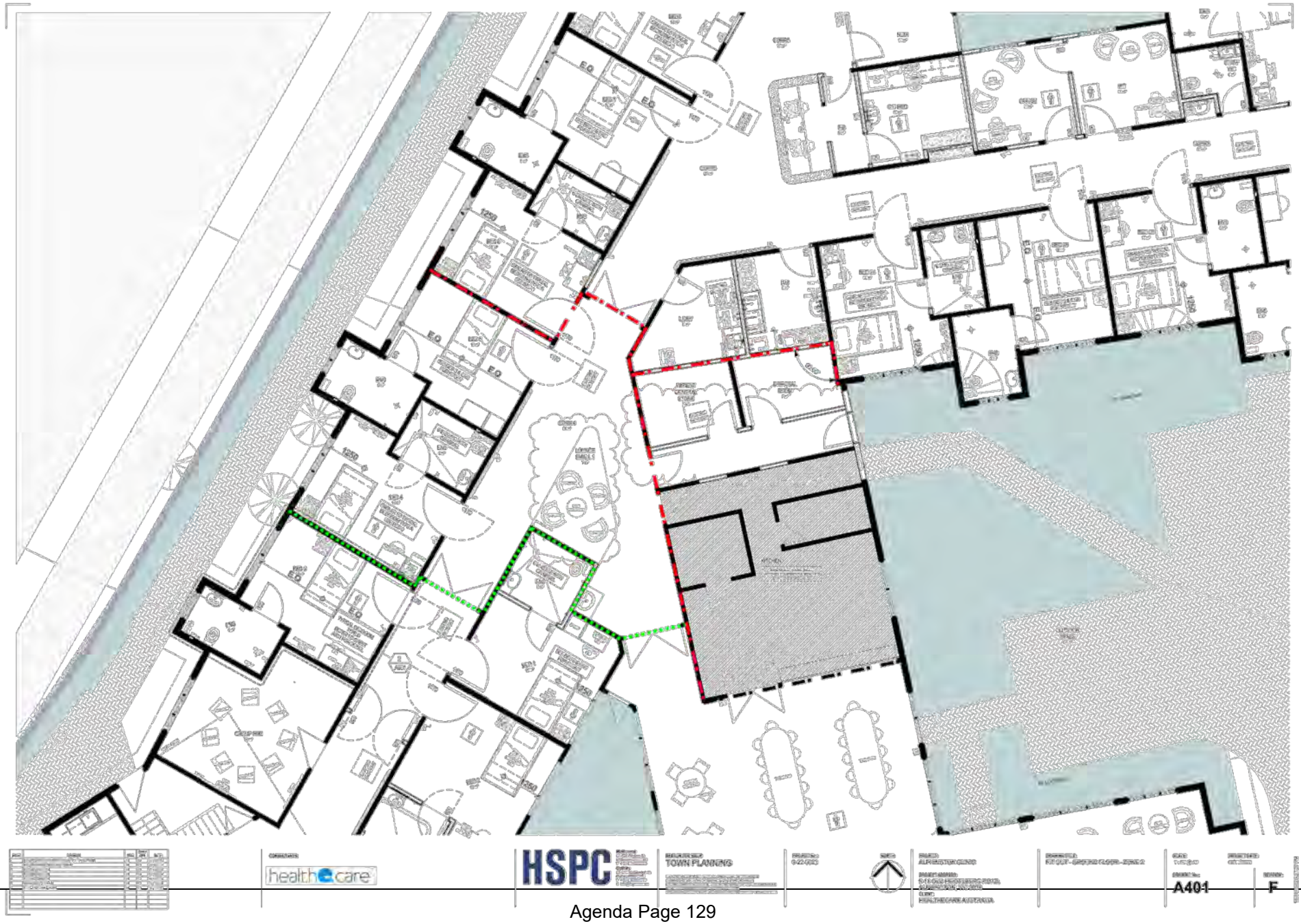
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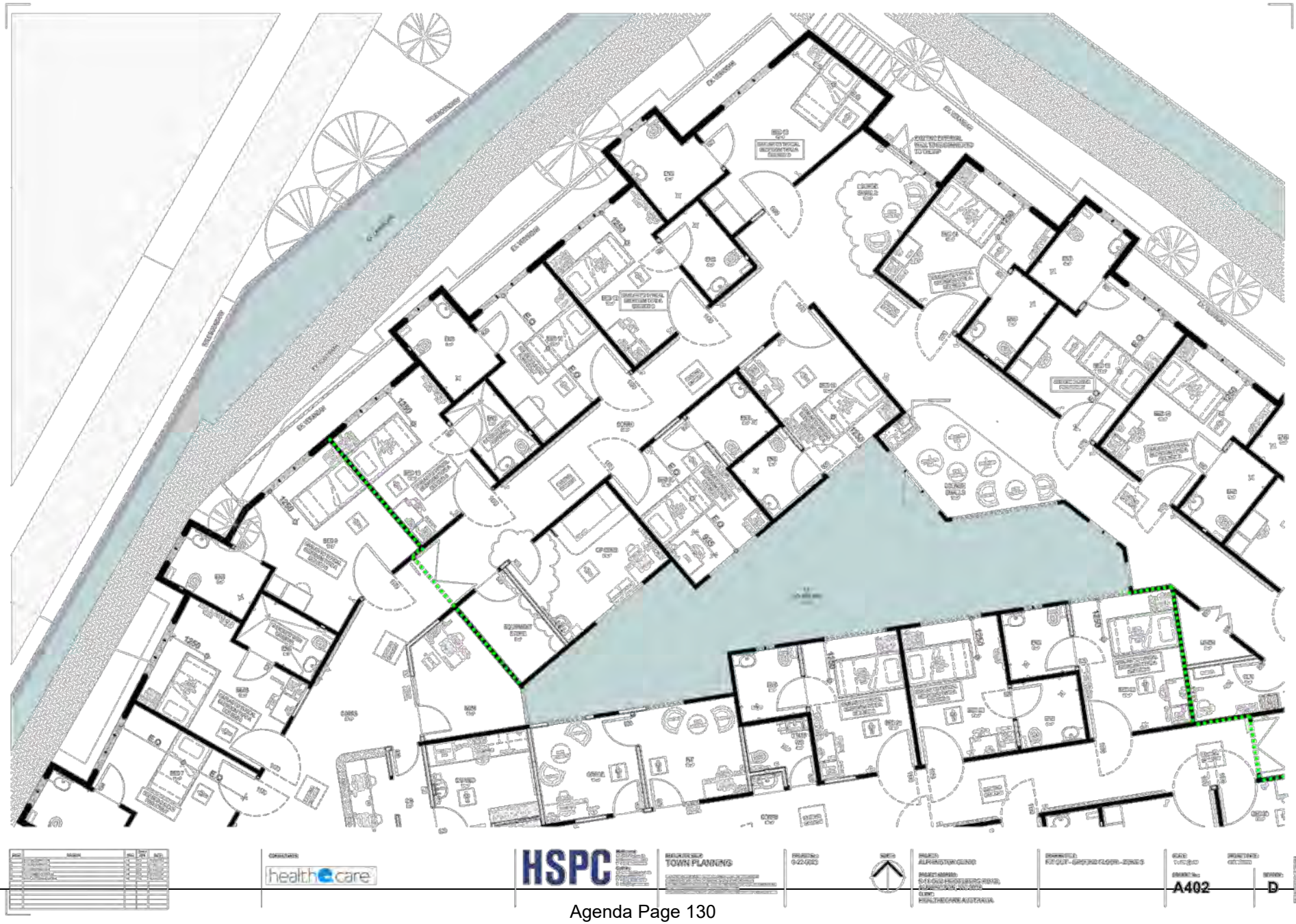
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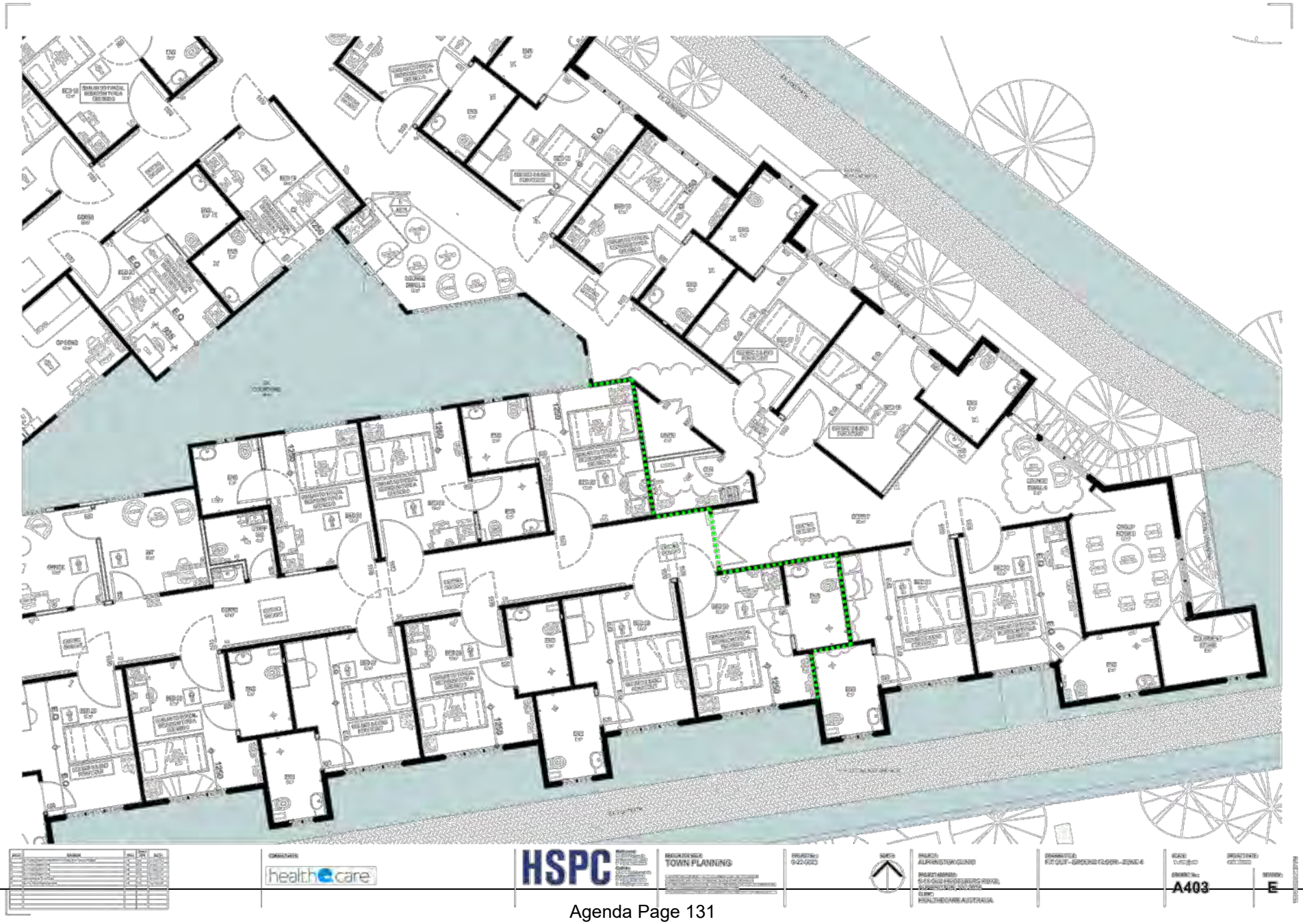
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Attachment 3 - PLN22/0806 - 9 - 11 Old Heidelberg Road Alphington - Decision Plans



Attachment 3 - PLN22/0806 - 9 - 11 Old Heidelberg Road Alphington - Decision Plans



Attachment 4 - PLN22/0806 - 9 - 11 Old Heidelberg Road Alphington - Traffic Impact Assessment

onemilegrid

9-11 Old Heidelberg Road, Alphington

Transport Impact Assessment



220761TIA001C-F.docx

9 November 2022

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Attachment 4 - PLN22/0806 - 9 - 11 Old Heidelberg Road Alphington - Traffic Impact Assessment

onemilegrid

ABN: 79 168 115 679

(03) 9939 8250
Wurundjeri Woiworung Country
56 Down Street
COLLINGWOOD, VIC 3066
www.onemilegrid.com.au

DOCUMENT INFORMATION

Prepared for	Healthe Care		
File Name	220761TIA001C-F.docx	**Report Date**	9 November 2022
Prepared by	MK	**Reviewed by**	JS

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Attachment 4 - PLN22/0806 - 9 - 11 Old Heidelberg Road Alphington - Traffic Impact Assessment

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APPENDIX A SWEPT PATH DIAGRAMS

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1 INTRODUCTION

onemile**grid** has been requested by Healthe Care to undertake a Transport Impact Assessment for the proposed change of use at 9-11 Old Heidelberg Road, Alphington to allow for the existing aged care facility to operate a mental health care facility.

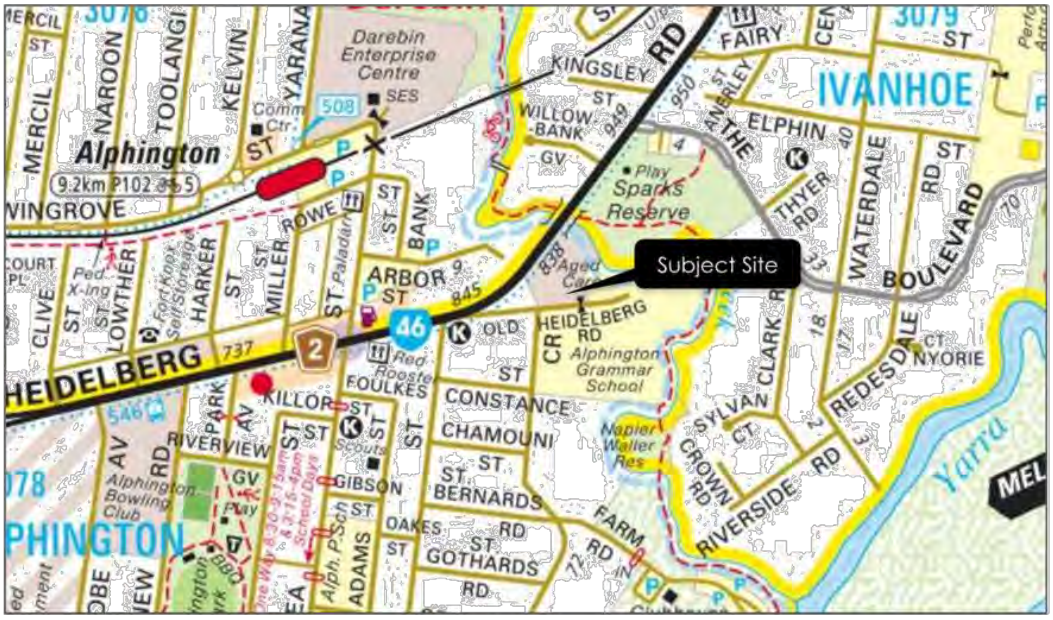
As part of this assessment the subject site has been inspected with due consideration of the development proposal, traffic and parking data has been sourced and relevant background reports have been reviewed.

2 EXISTING CONDITIONS

2.1 Site Location

The subject site is located on the eastern side of the Heidelberg Road / Old Heidelberg Road intersection, as shown in Figure 1.

Figure 1 Site Location



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The subject site is irregular in shape and has a frontage to Old Heidelberg Road for approximately 32.1 metres, a frontage to Heidelberg Road for approximately 109.3 metres, with a total site area of approximately 6,365 m².

The site is currently occupied by a single-storey building in the south-eastern corner of the site which has historically operated as a 45-bed aged care facility with a gross floor area of approximately 1,950 m².

Vehicular access to the site is provided via two crossovers to Old Heidelberg Road with the western crossover measuring 5.3 m in width and accommodating entry manoeuvres, and the eastern crossover measuring 6.1 m in width and accommodating exit manoeuvres.

A total of 16 car parking spaces are currently provided on-site with all parking spaces located along the site's Old Heidelberg Road frontage. An undercover drop-off area is also provided within the car park.

Land use in the vicinity of the site is mixed in nature and includes Alphington Grammar School to the immediate east, Darebin Creek along the site's northern boundary, and residential uses elsewhere.

An aerial view of the subject site is provided in Figure 2.

Figure 2 Site Context (14 September 2022)



Copyright Nearmap

2.2 Planning Zones and Overlays

It is shown in Figure 3 that the south-western portion of the site is located within a Neighbourhood Residential Zone (NRZ). In addition, the north-eastern portion of the site is located within an Urban Floodway Zone (UFZ).

Additionally, the site abuts Heidelberg Road, which is within a Transport Zone (TRZ2); Principal Road Network, with a portion of the TRZ2 overlay located within the north-western corner of the site.

In addition, the followings overlays apply to the site:

- Environmental Significance Overlay – Schedule 3 (ESO3);
- Development Contributions Plan Overlay – Schedule 1 (DCPO1);
  - A financial contribution is required for all new developments within the DCPO. However, no contributions are required for alterations to an existing building which does not increase the floor area.
- Design and Development Overlay – Schedule 1-J (DDO1-J);
  - Appropriate setbacks and height restrictions are required for new buildings, structures etc from the Darebin Creek. It is noted that the DDO only applies to the north-eastern portion of the site where landscaping is currently provided.
- Land Subject to Inundation Overlay (LSIO).

Figure 3 Planning Scheme Zones



The site falls within the Principal Public Transport Network Area, as shown in Figure 4.

Figure 4 Principal Public Transport Network Area Map



2.3 Road Network

2.3.1 Old Heidelberg Road

Old Heidelberg Road is a local road generally aligned east-west, running east from Heidelberg Road and terminating 130 metres to the east. Old Heidelberg Road provides a single traffic lane in each direction adjacent to the site.

Indented kerbside parking is provided on the southern side of the road, with the parking to the east of Lucerne Crescent provided in a 90-degree arrangement and the parking to the west of Lucerne Crescent provided in a parallel arrangement. All kerbside parking along Old Heidelberg is unrestricted.

A signed 40km/h speed limit applies to Old Heidelberg Road.

The cross-section of Old Heidelberg Road at the frontage of the site is shown in Figure 5.

Figure 5 Old Heidelberg Road, looking east from the subject site



2.3.2 Heidelberg Road

Heidelberg Road is an arterial road generally aligned southwest-northeast, running between Queens Parade in Clifton Hill and the intersection of Lower Heidelberg Road / Upper Heidelberg Road. Heidelberg Road provided two traffic lanes in each direction in the vicinity of the site. No kerbside parking is permitted along Heidelberg Road in the vicinity of the site.

A signed 60km/h speed limit applies to Heidelberg Road in the vicinity of the site.

The cross-section of Heidelberg Road in the vicinity of the site is shown in Figure 6.

Figure 6 Heidelberg Road, looking northeast from within the vicinity of the site



2.3.3 Lucerne Crescent

Lucerne Crescent is a local road generally aligned north-south, running south of Old Heidelberg Road then realigning and connecting to View Street to the west. Lucerne Crescent provides a single traffic lane in each direction adjacent to the site. Kerbside parking is provided on both sides of the road, generally unrestricted except for school days where 2-minute parking restrictions apply on both sides of the road between 8:15am and 9:15am, and 2:45pm and 4:00pm.

A signed 40km/h speed limit applies to Lucerne Crescent in the vicinity of the site.

The cross-section of Lucerne Crescent at the frontage of the site is shown in Figure 7.

Figure 7 Lucerne Crescent, looking south adjacent to the subject site



2.4 Sustainable Transport

2.4.1 Public Transport

The site has good public transport accessibility, with multiple transport routes servicing the site. The 546 Heidelberg Station - Queen Victoria Market bus route operates along Heidelberg Road and provides good access to Melbourne's CBD and Melbourne's inner north-eastern suburbs. In addition, Alphington train station is located 450 metres northwest of the site and provides heavy rail services to Melbourne's north-eastern suburbs and the Melbourne CBD where additional heavy rail connections are provided.

The full public transport provision in the vicinity of the site is shown in Figure 8 and detailed in Table 1.

Figure 8 Public Transport Provision



Table 1 Public Transport Provision

Mode	Route No.	Route Description	Nearest Stop/Station
Train		Hurstbridge Line	Alphington Station
Bus	350	City - La Trobe University via Eastern Fwy	Chandler Highway
	508	Alphington - Moonee Ponds via Northcote & Brunswick	Alphington Station
	546	Heidelberg Station - Melb Uni - Queen Victoria Market via Clifton Hill and Carlton	Heidelberg Road
	609	Hawthorn to Fairfield via Kew	Chandler Highway

2.4.2 Bicycle and Walking Facilities

An extract of the TravelSmart Map for the City of Yarra is shown in Figure 9, highlighting the public transport, bicycle and pedestrian facilities in the area.

On-road bicycle lanes are provided along Heidelberg Road and an off-road shared path is provided along Darebin Creek.

The bicycle paths provide access to a wider bicycle network with direct access to the CBD and Melbourne's north-eastern suburbs, and therefore provide good accessibility to the site for all users.

Figure 9 TravelSmart Map



3 DEVELOPMENT PROPOSAL

3.1 General

It is proposed to change the use of the existing single-storey building on-site to allow for a mental health facility (hospital) to operate from within the building. As part of the proposal, modifications are proposed to the internal layout to better accommodate the requirements of the facility.

The building will accommodate a total of 32 mental health beds plus additional consulting suites and amenities, with the maximum patients on-site at any time outlined below:

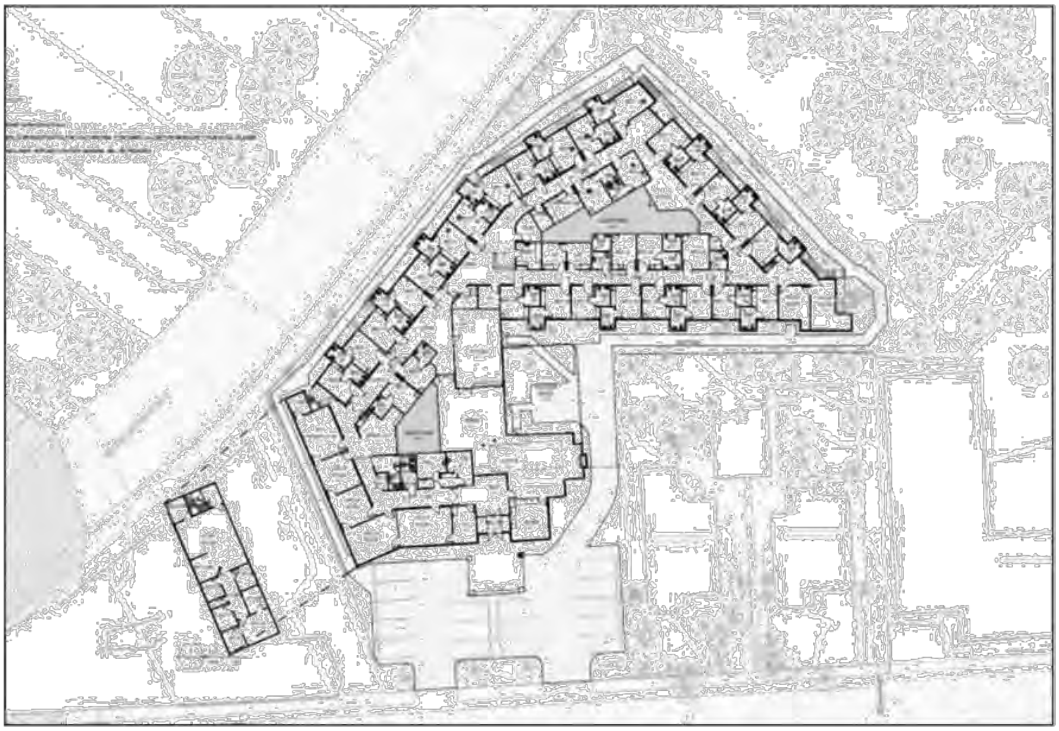
- Inpatients – 30 patients
- Patient Day Program – 8 patients
- Outpatient Consults – 4 patients

The mental health facility will operate 7 days per week, 24 hours per day.

No modifications are proposed external to the building, with the existing landscaping located to the north of the site retained.

A view of the proposed site layout is shown below in Figure 10.

Figure 10 Proposed Site Layout



Attachment 4 - PLN22/0806 - 9 - 11 Old Heidelberg Road Alphington - Traffic Impact Assessment

3.2 Staffing Numbers

The operator has advised that during peak periods a total of 20 staff would be on-site at any time which includes nursing staff, doctors, allied health and administration staff.

3.3 Car Parking and Vehicular Access

No changes are proposed to the existing car park on-site, with a total of 16 car parking spaces being retained for the proposed use. In addition, the undercover drop-off area will be retained which can accommodate one vehicle.

In addition, no changes are proposed to the existing site access arrangements with both Old Heidelberg Road crossovers being retained.

3.4 Loading and Waste Collection

A loading area is proposed to the northeast of the car park which will facilitate the site's loading and waste collection requirements.

The site's loading area is not proposed to be modified as part of this redevelopment. Based on the swept path assessment the existing loading dock is able to accommodate a 6.4m Small Rigid Vehicle (SRV).

Attachment 4 - PLN22/0806 - 9 - 11 Old Heidelberg Road Alphington - Traffic Impact Assessment

4 LOADING

Clause 65 (Decision Guidelines) of the Yarra Planning Scheme identifies that "*Before deciding on an application or approval of a plan, the responsible authority must consider, as appropriate: The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.*"

It is proposed to accommodate all loading (including waste) within the loading zone, located to the northeast of the existing car park.

The loading area is as per the existing arrangements and is able to accommodate a 6.4 metre Small Rigid Vehicle (SRV).

The loading area has been designed so all vehicles can enter and exit the loading area in a forward direction, with all turning / reversing manoeuvres occurring within the loading area.

The provision for loading is therefore considered appropriate for the proposed mental health development.

5 BICYCLE PARKING

The bicycle parking requirements for the subject site are identified in Clause 52.34 of the Yarra Planning Scheme. The Planning Scheme does not specifically refer to parking requirements for a hospital, therefore, no bicycle parking is required.

Regardless, the Green Star - Design & As Built aims to reward projects that facilitate a reduction of the dependency of occupants on private car use as an important means of reducing overall greenhouse gas emissions. This may include initiatives that encourage and make possible the use of mass transport options, cycling or walking, and the selection of sites that are close to a large number of amenities.

The Green Star Design document recommends that secure bicycle parking for regular occupants is provided for 7.5% of total regular occupants and 5% for visitors. Furthermore, recommendations are provided for the number of showers and lockers available, depending on the number of regular occupants (staff). A summary of the ESD strategies are summarised below. It is noted that only the day program and outpatients have been assessed as visitors below.

Table 2 Summary of ESD Recommendations

	Bicycle Spaces / No. Staff	*Requirement*	*Total*
Bicycle Parking	20 staff 12 visitors	Secure bicycle parking for regular occupants is provided for 7.5% of total regular occupants and 5% for visitors	2 staff spaces 1 visitor space
Lockers	2 spaces	1.2 lockers per bicycle space	2 lockers
Showers	20 staff	2 showers for 13-49 regular occupants	2 showers

Based on the above, a total of 3 bicycle parking spaces, 2 lockers and 2 showers are required to meet the ESD requirements for the proposed mental health building.

6 CAR PARKING

6.1 Statutory Car Parking Requirements

6.1.1 Car Parking Requirements – Clause 52.06

Clause 52.06 of the Yarra Planning Scheme sets out the car parking requirements for the various land uses, however a hospital is not one of the uses defined in the table for calculating a requirement. In such cases, Clause 52.06-5A states that:

> *'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.'*

As the proposed points of care are not listed within Clause 52.06 of the Planning Scheme, car parking is to be provided to the satisfaction of the responsible authority. A review of the car parking demands likely to be generated as a result of the proposed mental health building follows.

6.2 Car Parking Demand Assessment

6.2.1 Staff Parking Demand

In our experience with the provision of accurate staffing numbers, the empirical assessment generally provides an accurate estimate of future demands. As mentioned in Section 3.2, the operator has advised that a maximum of 20 staff will be on-site at any one time.

Furthermore, it is considered that the most appropriate way to determine the number of car parking spaces required for staff is to analyse Journey to Work data that is provided during the census which is undertaken by the Australian Bureau of Statistics.

A review of the Journey to Work data from the 2016 ABS Census indicates that 56% of people working within the City of Yarra drove to work. Noting that the site is not provided with as many public transport options as other areas within City of Yarra, a rate of 70% of staff driving to the site will be adopted.

Based on the above, it is expected that the site will generate a demand for 14 staff car parking spaces.

6.2.2 Inpatient and Outpatient Parking Demand

Considering the facility provides services for mental health patients, it is understood that patients will not be driving their own car to the facility and will be dropped off/picked up by family or friends.

Based on our experience at other mental health facilities, the inpatient program will typically have 2-3 admissions and discharges per day. In addition, 8 patients will be admitted / discharged per day for the day program and 8 patients will be admitted / discharged per day for the outpatient program (2 patients per consultant).

Based on the above, a total of 18-19 patients will be admitted / discharged per day with outpatients arriving across all hours of the day. Inpatients and day program patients will generally arrive and depart between the hours of 9:00am to 12:00pm and 6:00pm to 10:00pm.

Therefore, it is expected that the site may generate a demand for up to two visitor parking spaces to accommodate the patient pick-up/drop-off (10% of daily peak).

6.2.3 Total Car Parking Demand

A summary of the car parking demands based on an empirical assessment is shown below.

Table 3 Total Parking Demand

Component	Visitor	Staff	Total
Mental Health Building	2	14	16

In our experience, with the provision of accurate staffing numbers, the empirical assessment generally provides the most accurate estimate of future demands. As such, it is anticipated that the proposed development will generate a demand for 16 car parking spaces.

6.3 Review of Car Parking Provision

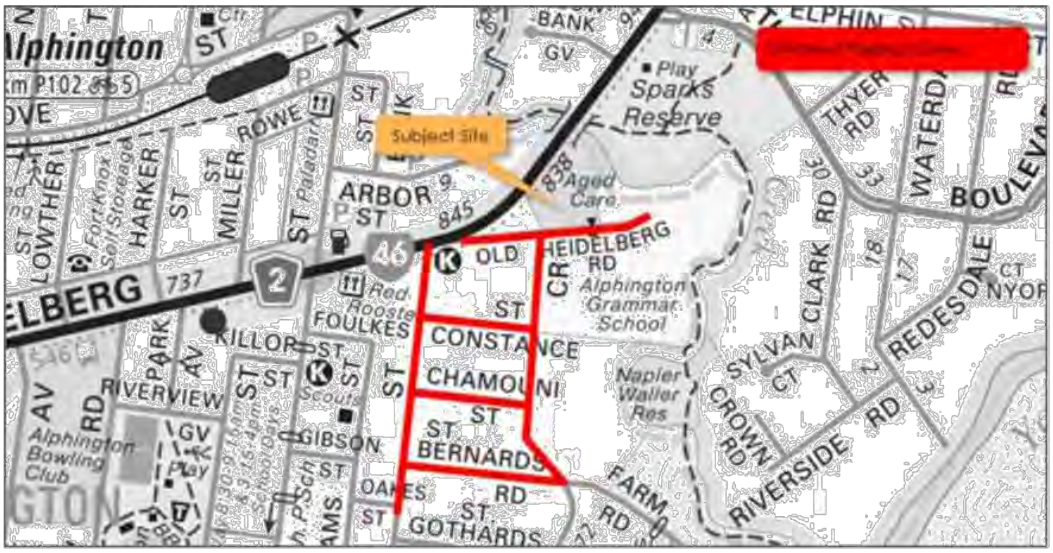
It is expected that the pick-up and-drop off requirements will generally be accommodated by the undercover drop-off parking space provided within the car park. Regardless, a total of 16 car parking spaces are provided on-site which will meet both the visitor and staff parking demands outlined in Table 3.

Furthermore, on-street parking occupancy surveys were undertaken by Trans Traffic Survey on behalf of **one**mile**grid** in the vicinity of the site to confirm car parking conditions in the vicinity for any additional demand that may be generated, during the following periods:

- Friday 14th October 2022, between 7:00am and 7:00pm; and
- Saturday 15th October 2022, between 7:00am and 7:00pm.

The survey area is shown below in Figure 11.

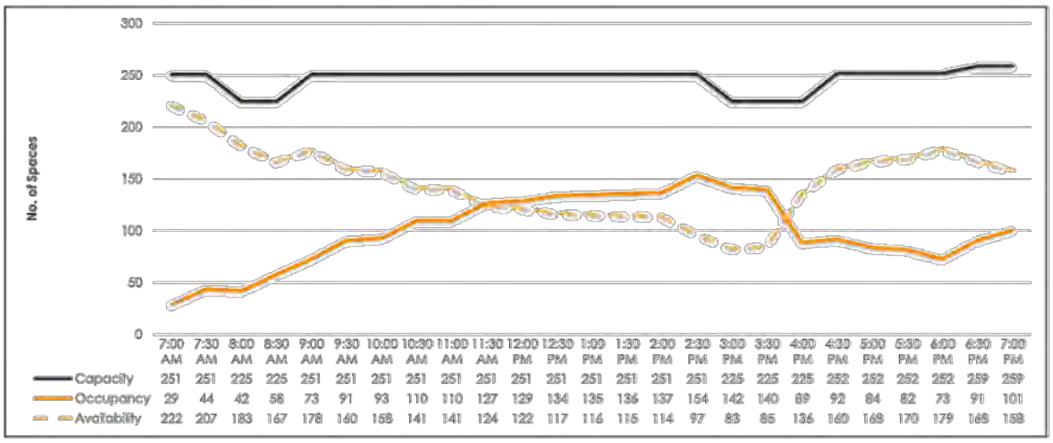
Figure 11 Survey Area



On the Friday, the surveys identified a supply of between 225 and 259 parking spaces, with the variation attributable to changing parking restrictions throughout the survey period. Peak occupancy occurred at 2:30 PM when 154 spaces were occupied, however minimum availability occurred at 3:00 PM when 142 spaces were occupied, and a minimum of 83 spaces remained vacant. Parking utilisation varied between 63% and 12% of capacity.

The results of the Friday car parking surveys have been graphed and are shown below in Figure 12.

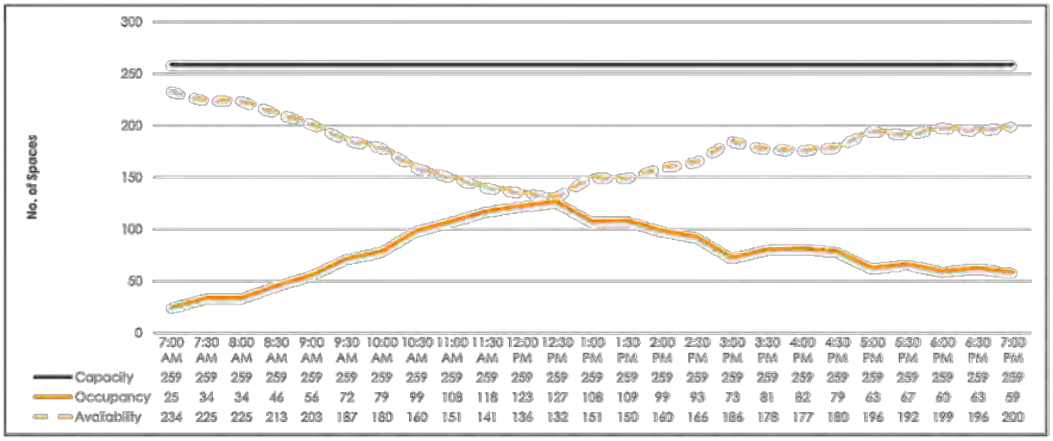
Figure 12 Car Parking Occupancy Profile - Friday



On the Saturday, the surveys identified a constant supply of 259 parking spaces throughout the survey period. Peak occupancy occurred at 12:30 PM when 127 spaces were occupied, leaving no fewer than 132 spaces available for use. Parking utilisation varied between 49% and 10% of capacity.

The results of the Saturday car parking surveys have been graphed and are shown below in Figure 13.

Figure 13 Car Parking Occupancy Profile - Saturday



As shown above, there is sufficient on-street car parking availability in the vicinity for any additional parking demands that may result from the proposed development.

6.4 Accessible Car Parking

The Building Code of Australia (BCA) specifies the minimum requirements for provision of accessible car parking.

The proposed hospital, classified as a Class 9a building, has varying requirements depending on the particular use of each building, as follows:

- Non-outpatient area – one accessible car spaces for every 100 car parking spaces or part thereof: plus
- Outpatient area - one accessible car spaces for every 50 car parking spaces or part thereof for the first 1,000 spaces, and then 1 space per 100 car parking spaces or part thereof in excess of 1,000 spaces.

Noting the proposed provision of at least 16 car spaces on-site, the BCA requires at least one accessible car space on-site.

7 TRAFFIC

7.1 Previous Aged Care Use Traffic Generation

As noted above, the site has historically operated as an aged care facility which generates traffic to the external road network

onemile**grid** and various other traffic consultants have undertaken a number of traffic generation surveys of aged care developments, summarised in Table 4.

Table 4 Aged Care Traffic Generation

Location	Level of Care	No. Beds	Traffic Generation (trips/bed)		
			Site Peak	Commuter Peak	Daily
Arcare, Caulfield North	High Care, Low Care	110	0.37	0.18	2.15
Broughtonlea, Surrey Hills	High Care, Low Care, Supported Residential	109	0.34	0.15 (avg.)	2.14
Regis Lake Park, Blackburn	High Care, Low Care, Respite Care, Dementia Care	202	0.39		2.32
Canterbury Nursing Home, Canterbury			0.39	0.21	
Lorikeet Lodge, Frankston		106	0.40	0.14	
Newmans on the Park, Templestowe	High Care, Low Care	109	0.47	0.09	3.2
47-49 Belgrave Road, Belgrave	High Care, Low Care	60	0.52	0.22	
Average			**0.41**	**0.17**	**2.45**

It is noted that typically, the peak traffic generation of an aged care facility coincides with the staff changeover period, which typically occurs between approximately 2:00pm and 3:00pm. During the typical commuter peak period, traffic generation is typically considerably lower, as demonstrated above.

Applying the above commuter peak traffic generation rate to the 45-bed aged care facility results in a traffic generation rate of 8 movements during the AM and PM peak hour.

7.2 Proposed Use Traffic Generation

It is expected that the proposed mental health facility will generate traffic similar to a hospital due to providing both inpatient and outpatient programs.

Case studies undertaken by other consultancies for a number of hospitals in the inner suburbs of Melbourne indicate average traffic generation rates of 0.32 and 0.26 movements per space during the AM and PM peaks respectively, whilst suburbs in the outer suburbs of Melbourne have recorded traffic generation of around 0.5 movements per space during both peak periods.

In addition, it is expected that 75% of traffic will be inbound and 25% outbound during the AM peak, and conversely 25% of traffic will be inbound and 75% outbound during the PM peak.

Conservatively adopting the higher traffic generation rate of 0.5 movements and applying this to the peak parking demand gives the anticipated traffic generation outlined in Table 5.

Table 5 Anticipated Traffic Generation

Peak	Parking Demand	Generation / Space			Vehicle Movements		
		In	Out	Total	In	Out	Total
AM Peak	16 spaces	0.375	0.125	0.5	6	2	8
PM Peak		0.125	0.375	0.5	2	6	8

As shown above, a parking demand for 16 spaces equates to 8 movements during each of the peak hours.

7.3 Traffic Impact

Reviewing the volumes above, it is noted that a maximum of 6 vehicle movements per hour are expected for any one movement, equivalent to approximately one vehicle movement every 10 minutes.

Furthermore, the anticipated traffic generation from the proposed mental health facility is equivalent to the traffic generation of the previous aged care facility and therefore, no additional traffic is expected to be generated onto the external road network.

Attachment 4 - PLN22/0806 - 9 - 11 Old Heidelberg Road Alphington - Traffic Impact Assessment

8 CONCLUSIONS

It is proposed to change the use of the existing building on-site to allow for a mental health facility to operate with 32 beds.

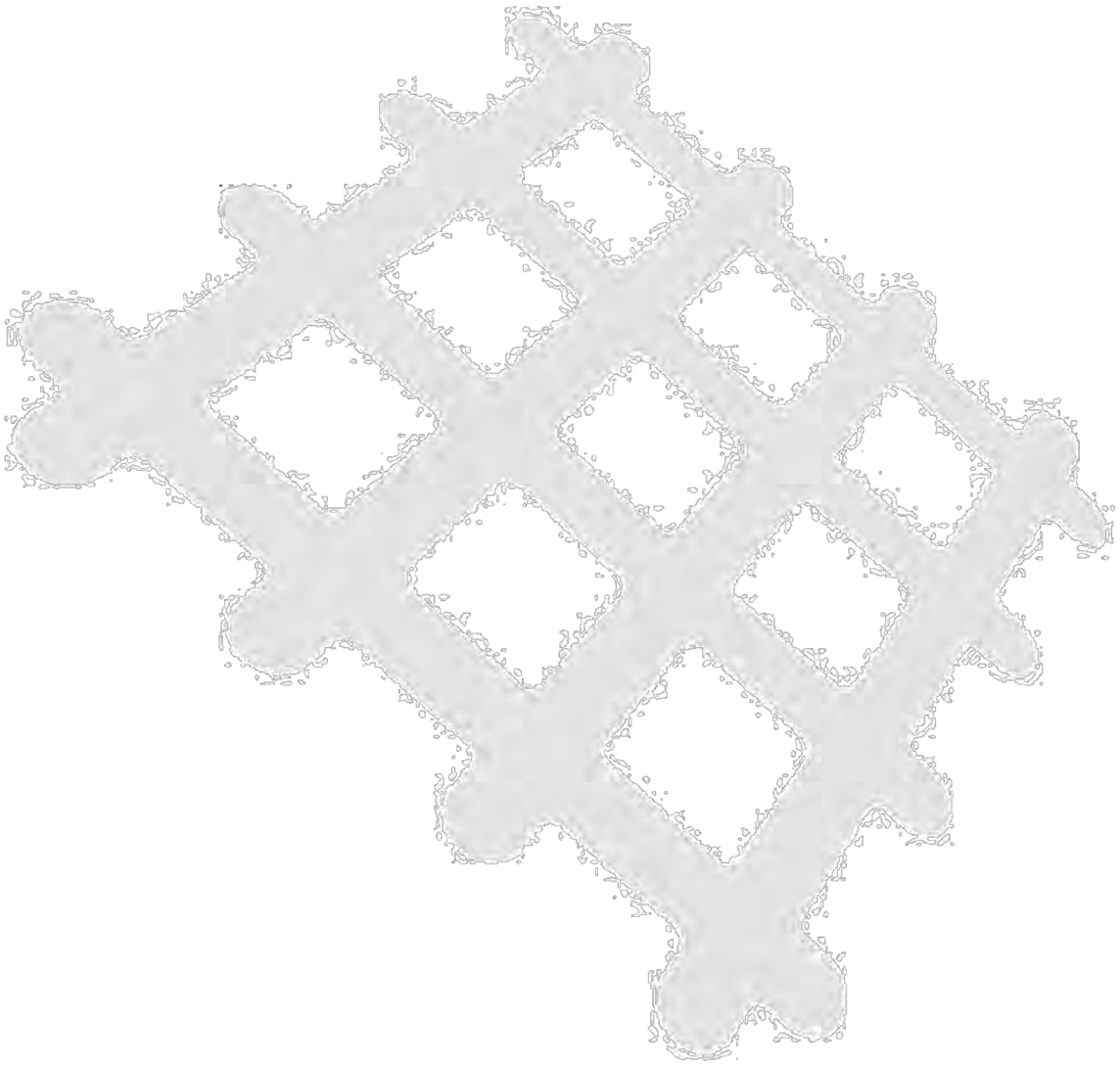
No changes are proposed to the existing car parking provision on-site, with the existing 16 car parking spaces retained.

Considering the analysis presented above, it is concluded that:

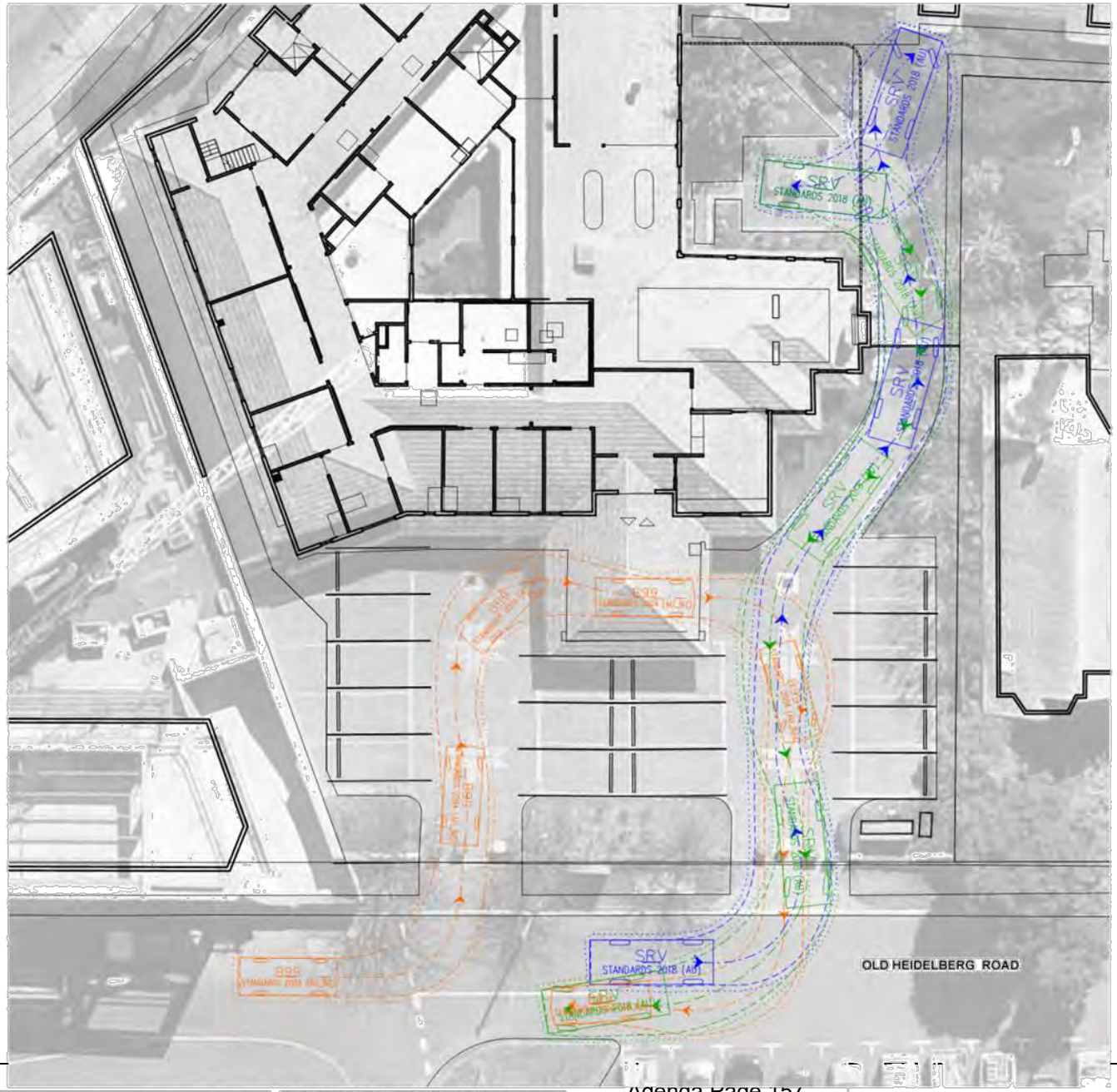
- The proposed loading arrangements are considered acceptable;
- It is recommended to provide 2 bicycle parking spaces on-site to meet the ESD recommendations;
- The proposed provision of car parking is considered appropriate based on a car parking demand assessment;
- The anticipated traffic volumes generated by the development is not expected to increase from the existing use and therefore there should be no impact on the surrounding road network;
- There are no traffic engineering reasons which would preclude a permit from being issued for this proposal; and
- The anticipated traffic generation from the proposed mental health facility is equivalent to the traffic generation of the previous aged care facility and therefore, no additional traffic is expected to be generated onto the external road network as part of the redevelopment when compared to the previous use on the site.

Attachment 4 - PLN22/0806 - 9 - 11 Old Heidelberg Road Alphington - Traffic Impact Assessment

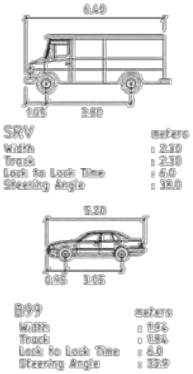
Appendix A Swept Path Diagrams



Attachment 4 - PLN22/0806 - 9 - 11 Old Heidelberg Road Alphington - Traffic Impact Assessment







Attachment 4 - PLN22/0806 - 9 - 11 Old Heidelberg Road Alphington - Traffic Impact Assessment

Attachment 5 - PLN22/0806 - 9 - 11 Old Heidelberg Road Alphington - Operational Management Plan

15 November 2022

Yarra City Council
PO Box 168 Richmond
VIC 3121

Council Reference: PLN22/0806
Proposal: The use of the land as a sub-acute facility (hospital) within a Neighbourhood Residential Zone (Schedule 2)
Address: 9-11 Old Heidelberg Rd, Alphington VIC 3078

To Council Officer

With regard to the above property and proposed use as sub-acute hospital facility, please refer to Operational Management Plan as requested.

Alphington Private Hospital – Operational Management Plan

The proposed service is a 32 bed sub-acute health care facility, operating 24 hours per day for patients, however the nature of this service is similar to that of a nursing home, whereby the majority of activity limited to daytime hours. The low acuity profile of this facility will have no requirement for ambulance drop off / attendance, no trauma or emergency services. Patients are fully ambulant and are dropped off at the facility for an average of 14-day inpatient stay. They have no requirement to leave and return during this time, so their movement to and from the facility is limited to one drop off and collection. This facility will accommodate on average of 25 inpatients at any one time. During peak business periods, there will be up to 16 staff will be on site.

Evening activity would be limited to a nursing shift changeover of 2/3 staff members. The clinical profile of the patients limits evening movements and noise. Patients are anticipated to be in their rooms after the evening meal and would remain there until breakfast each morning, and any external courtyards will be closed each evening from 7pm. The ethos of the facility will ensure a calm and quiet environment to support wellness and healing.

Day Patients frequent the facility generally 3/4 days per week – Monday to Saturday. They remain on site for up to 3 hours and arrive after 9am and depart before 5pm. Outpatient Consulting services on site include 2 consulting rooms that will service outpatient attendances with specialists. Up to 4 patients at any one time would be present in this area. Patients would remain on site for up to one hour per visit.

Healthe Care Surgical Pty Ltd
Level 13, 160 Sussex Street, Sydney NSW 2000 / PO Box 21297 World Square 2002 / T: +61 2 9215 8200 F: +61 2 9700 9078 E: enquiry@healthecare.com.au
healthecare.com.au

ABN 84 636 289 686

Attachment 5 - PLN22/0806 - 9 - 11 Old Heidelberg Road Alphington - Operational Management Plan

Patients will have visitors, however visiting hours will be limited to a 2-hour period each day, to be determined by that facility, but generally would be between 1pm and 3pm, or 5pm and 7pm. Visitor numbers are also limited, generally 2 visitors per patient at any time.

Typically for sub-acute healthcare facilities including there is no emergency services available to the general community. Appropriate signage will be displayed to direct any community health incident or presentation to the nearest acute, emergency facility. In addition, the contact number for the Manager In Charge of the facility will be displayed so that they may be available to manage any enquiries or concerns from the general public.

To ensure ease of access for staff, and to maintain the security of the facility, all staff will have fob access for entry doors, and sensor and fixed lighting in the evening will secure safe pathway to the relevant entry points. Security services will be engaged to patrol the site at set frequencies during the night, including at nursing shift change-over, to ensure safe entry and exit of staff.

Waste Management and Deliveries:

The nature of the facility requires minimal routine deliveries or collections each week. Up to 2 deliveries per week for linen, 1 delivery weekly for medication / supplies, and 3 deliveries per week for food. These deliveries can be managed at appropriate times to suit the facility and the local community and will be limited to Monday to Friday. Weekend deliveries and collections will not be required.

Waste streams (recyclable and general) will be managed with routine collection bi-weekly. All general and recyclable waste collected on site will be secured and deposited in large external bins awaiting collection by Waste Management Contractors. This facility will not produce any hazardous or clinical waste. Sharps and sanitary bins will be located where relevant, and the waste will be secured within the facility, and collected by contracted services weekly.

Confidential waste (documents) will be secured within the facility and removed by relevant contractors monthly.

If you require any additional information regarding the operations of the proposed hospital services, please contact the undersigned.



Karen Gallagher
Head of Commercial Operations
Healthe Care

Attachment 6 - PLN22/0806 - 9 - 11 Old Heidelberg Road Alphington - Engineering referral comments

13 February 2023

Policy number
109RN36651COM

Period of Insurance
From 1 March 2023
To 4pm on 1 March 2024

Your Allianz Business Insurance Pack Certificate of Currency

This Certificate of Currency has been issued by the Insurer and confirms that on the Date of Issue the Policy is current for the Period of Insurance and Sums Insured and other limits as shown herein.

This Certificate of Currency is issued as a matter of information only and confers no rights upon its holder. This Certificate of Currency does not form part of the terms and conditions of the Policy and does not amend, extend, replace or alter the terms, conditions, definitions, limitations and exclusions noted therein.

This Certificate of Currency is provided as a summary only of the cover provided and is current only at the Date of Issue. The Policy may be subsequently altered or cancelled in accordance with its terms after the Date of Issue of this notice without further notice to the holder of this notice.

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Date of Issue:	13 February 2023
Insurer	Allianz Australia Insurance Limited ABN 15 000 122 850 AFS Licence No. 234708 (Allianz)

Details

Insured(s)	AUSARIANCA PTY LTD
ABN	59 661 984 783
Trading as	SHAWCROSS PIZZA JOINT
Business	Pizza Shop

Attachment 6 - PLN22/0806 - 9 - 11 Old Heidelberg Road Alphington - Engineering referral comments

Situation 324 Brunswick St FITZROY VIC 3065

Public and Products Liability

Description	Limit of Indemnity
Public Liability any one Occurrence	$20,000,000
Products Liability any one Occurrence and in the aggregate any one Period of Insurance	$20,000,000
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Kind regards,

Richard Feledy
Managing Director
Allianz Australia Limited

Allianz Australia Insurance Limited ABN 15 000 122 850 AFS Licence No. 234708
1300 494 259 Allianz Business Centre GPO Box 9870 Melbourne VIC 3001
Printed: 13/02/2023 17:59 COMCI0001

6.2 PLN21/0836 - 25-35 River Boulevard and 15 Christine Crescent, Richmond:

Development Plan Approval Application No. PLN21/0836 - construction of six (6) buildings, to a maximum height of eight (8) storeys, to provide 473 dwellings and one level of basement car parking (201 car spaces).

Planning Permit Application No. PLN22/0142 - Reduction of car parking spaces in association with a residential use pursuant to part 18 of the Comprehensive Development Zone, Schedule 1: Victoria Gardens Comprehensive Development.

Report Summary

Purpose

1. This report provides an assessment of two interrelated applications associated with the development of 25-35 River Boulevard and 15 Christine Crescent, Richmond. The proposals include an application for development plan approval pursuant to Schedule 1 (Victoria Gardens Comprehensive Development) of the Comprehensive Development Zone (clause 37.02 of the Yarra Planning Scheme) for the construction of six (6) buildings, to a maximum height of eight (8) storeys, to provide 473 dwellings and one level of basement car parking (201 car spaces); and a planning permit application for a reduction of car parking spaces in association with a residential use (pursuant to part 18 of the Comprehensive Development Zone, Schedule 1: Victoria Gardens Comprehensive Development) ("the planning permit").

Key Planning Issues/Considerations

2. The key planning issues and considerations for the development plan relate to:
   (a) Built form and design
   (b) Pedestrian connectivity
   (c) Tree removal and landscaping
   (d) Off-site amenity impacts
   (e) On-site amenity
   (f) Traffic and transport
   (g) Land subject to inundation
   (h) Other matters relevant to the development plan
   (i) Public comments to the development plan

3. The key planning considerations for the Planning Permit Application relate to:
   (a) the impact of the reduced car parking rate; and
   (b) objector concerns.

Public comments and objector concerns

Development Plan

4. At the time of writing, 88 public comments had been received in the form of individual letters/submissions. The public comments raised the following issues:

Supportive comments

(a) The site needs a large development to encourage inner city living with less reliance on cars.

Submissions raising concerns

(a) Impact of the scale and design of the buildings

(b) Amenity impacts including overlooking, overshadowing and noise

(c) Landscaping and impact on open space and river corridor

(d) Access, traffic and transport related matters;

(e) The proposal will contribute negatively to urban heat island effect;

(f) Social impacts

(g) Potential flooding;

(h) General concerns regarding property values and construction nuisance/period

Planning Permit

5. At the time of writing, 65 objections had been received in the form of individual letters/submissions. The objections raised the following issues:

(a) Unrealistic assumptions about the transport needs of future residents;

(b) inadequate visitor and off street car parking;

(c) Increased traffic congestion on surrounding road network (Victoria Street, Christine Crescent, Elaine Court and River Street).

Conclusion

6. Based on the following report, the proposal is considered to comply with the relevant provisions of the Comprehensive Development Zone, Schedule 1 (“CDZ1”), notably the guidelines for approving plans, the Victoria Gardens – Building Envelope and Precinct Plan and Precinct 3 Plan – Warehouse Area (“BEPP”), and should therefore be supported subject to the following key recommendations:

A Façade Strategy;

(a) Public realm plans detailing various pedestrian amenity improvements along River Boulevard and the River Street link;

(b) 24 hour unfettered access to publicly accessible connections through the Site via a Section 173 agreement;

(c) A contributions to the redevelopment of the Annette Place playground; and

(d) A Green Travel Plan.

7. The planning permit application for the reduction of car parking associated with the proposed residential development is considered to provide for a rate of parking that reflects the likely demand for the development, and is consistent with the decision guidelines of the CDZ1 and is comparable to the car parking rates applied to other developments in the area. The application is also considered acceptable.

CONTACT OFFICER: **Daniel Herrmann**
TITLE: **Coordinator Statutory Planning**
TEL: **9205 5147**

6.2 PLN21/0836 - 25-35 River Boulevard and 15 Christine Crescent, Richmond:

Development Plan Approval Application No. PLN21/0836 - construction of six (6) buildings, to a maximum height of eight (8) storeys, to provide 473 dwellings and one level of basement car parking (201 car spaces).

Planning Permit Application No. PLN22/0142 - Reduction of car parking spaces in association with a residential use pursuant to part 18 of the Comprehensive Development Zone, Schedule 1: Victoria Gardens Comprehensive Development.

Reference	D23/26157
Author	Daniel Herrmann - Coordinator Statutory Planning
Authoriser	Acting General Manager - City Sustainability and Strategy

Ward:	Melba Ward
Proposal:	Development Plan Approval Application No. PLN21/0836 - construction of six (6) buildings, to a maximum height of eight (8) storeys, to provide 473 dwellings and one level of basement car parking (201 car spaces). Planning Permit Application No. PLN22/0142 - Reduction of car parking spaces in association with a residential use pursuant to part 18 of the Comprehensive Development Zone, Schedule 1: Victoria Gardens Comprehensive Development.
Existing use:	Vacant site
Applicant:	Victoria Gardens Developments Pty Ltd ATF Victoria Gardens Property Trust
Zoning / Overlays:	Comprehensive Development Zone, Schedule 1 (Victoria Gardens Comprehensive Development) Design and Development Overlay 2 (Main Roads and Boulevards) Environmental Audit Overlay Land Subject to Inundation Overlay
Date of Application:	12 November 2021
Application Number:	PLN21/0836

Planning Decisions Committee Determination

1. This application is being presented to the PDC as the Development Plan and planning permit application have received greater than 15 comments (88) and objections (65) respectively.

Planning History

Background to planning controls

2. Victoria Gardens ("the CDZ site") is the land bound by Victoria Street to the north, the Yarra River to the east, Burnley Street to the west and Doonside Street to the south (in part).

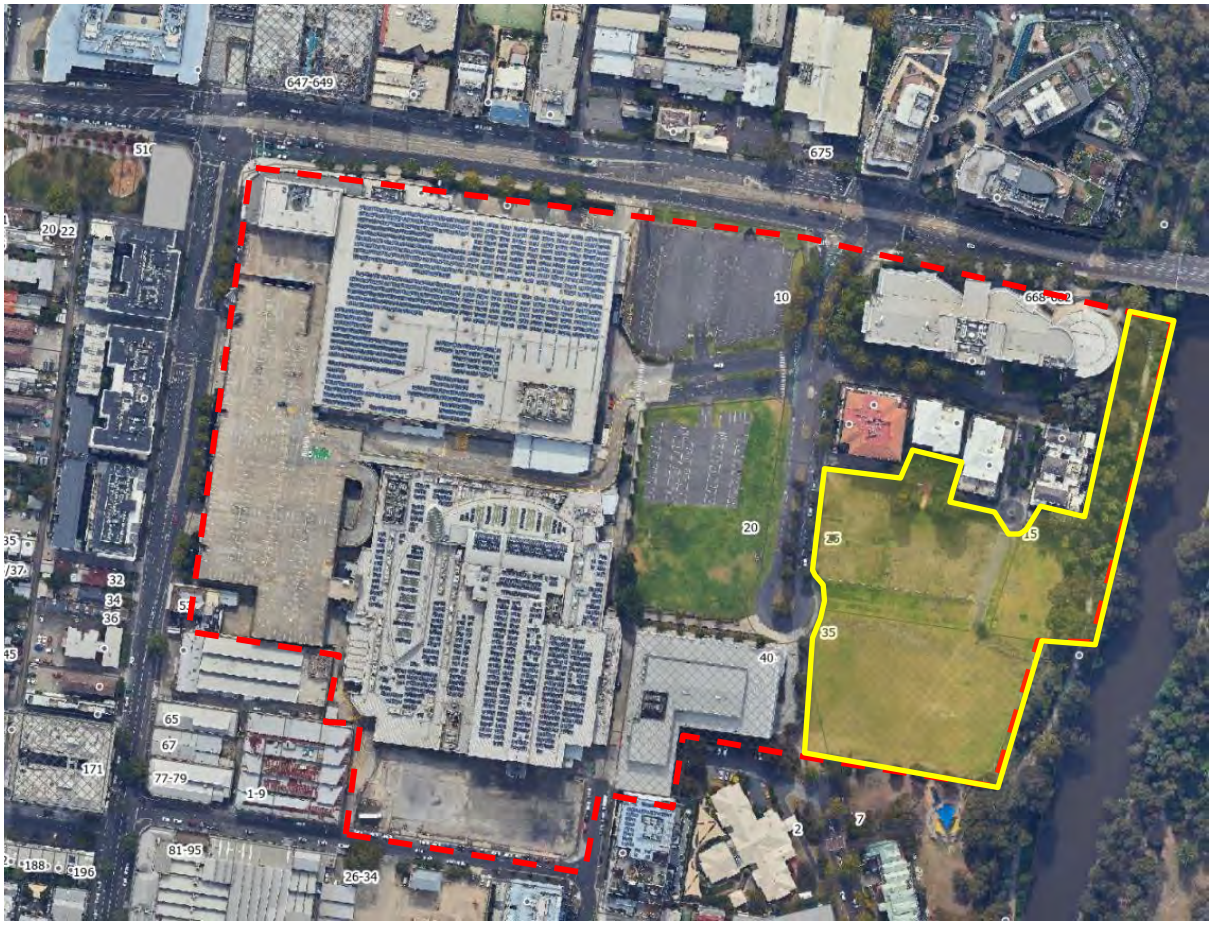


Image: Aerial of the area affected by the Comprehensive Development Zone, Schedule 1 area with the Site shown indicatively in yellow. *Source: Application documents.*

3. The site was rezoned on 4 February 1987 from 'General Industrial' to 'Comprehensive Development Zone No. 8' by Amendment 409 to the Melbourne Metropolitan Planning Scheme. The amendment permitted the site to be used for a mixture of office, retail, motel, residential and high technology industry uses.

4. On 8 October 1987, the Minister for Planning (in their capacity as the Responsible Authority for the site) endorsed a development plan, traffic control and management plan for the site.

5. On 16 February 1988, Council became the Responsible Authority such that any request to the previously approved plans must be made to Council.

6. Amendment L8 to the Yarra Planning Scheme was gazetted on 21 May 1997. The amendment rezoned the site to the 'Comprehensive Development Zone, Schedule 1: Victoria Gardens Comprehensive Development' which allows for retail, warehouse, cinema, and office development subject to the approval of development plans. The amendment also addressed car parking requirements and building height controls (among other things).

7. Amendment C121 was gazetted on 19 March 2009. The amendment made the following modifications to Schedule 1 of the CDZ:

   (a) Amendments to the table of uses relating to various commercial uses;

   (b) Amending the Development Plan requirements at part 6.0 to require activated ground level street frontages and provision for passive surveillance from upper levels.

(c) Including a new requirement for a 'Pedestrian Amenity and Access Plan' to improve pedestrian amenity and ensure development contributes to improving the interface with the public realm.

(d) Amending the 'Traffic Plan' requirements at part 8.0 to become a requirement for a 'Transport Plan' to promote sustainable travel behaviour.

(e) Amending the 'Guidelines for approving plans' at part 15.0 to include a requirement under 'Design and Landscape' to consider 'the provision of publicly accessible open space along the river', 'physical and visual connections from and through the site to the river corridor', 'the activation of ground level street frontages', the provision of increased open space where buildings project above the height limit in the 'height projection area; and improvements to pedestrian amenity.

(f) Amending 'height control' in part 17.0 to identify a 'Height Projection Area' within Precinct 2 of the Building Envelope Plan where additional height above RL 31, but not exceeding RL 37 and not exceeding 10% of the height projection area, may be negotiated. Include a diagram showing the 'Height Projection Area.'

8. Amendment C263 was gazetted on 21 July 2022, which made administrative, formatting and technical changes to local provisions (including the CDZ1 controls) of the Yarra Planning Scheme to reflect reforms introduced by Amendment VC142 and VC148 and to ensure consistency with the Ministerial Direction on the Form and Content of Planning Schemes, as part of the Smart Planning Program.

History of approvals within the CDZ1 (Victoria Gardens – Comprehensive Development Zone)

9. The overall development of the site has been ongoing since the first approval granted in November 1997 for an office and restaurant located in the north-east corner of the site at 668 – 682 Victoria Street Richmond.

10. Subsequent approvals have included:

(a) Residential development at 15 River Boulevard, 10 Elaine Court, 6 Christine Court and 3-5 Christine Court (Constructed);

(b) Shopping centre generally orientated to Burnley and Victoria Streets (Constructed);

(c) Two office buildings (Constructed);

(d) A multi storey building orientated to Victoria Street and River Boulevard (not built)

History of approvals on the Site

11. The subject site relevant to this application is located internal to the site, with a frontage to River Boulevard to the west and the Yarra river to the east.

12. A previous Development Plan approval exists for the site approved on 27 July 2011, PL10/0156 which allows a maximum 8 storey residential development across six (6) buildings on the Site.

13. The development plan was amended on 17 July 2014 to allow the construction of five (5) buildings, ranging in height from five (5) to eight (8) storeys. Further minor changes were approved on 31 January 2019.

14. This development is designed with the following key attributes:

(a) Basement access in the north west corner of the Site, at grade vehicle access taken from the southern end of the court bowl and widening ramp adjacent Christine Crescent;

(b) Five buildings as follows:

(i) Building A (east): 5 storeys;

(ii) Building B and C (central): 6 and 8 storeys respectively;

(iii) Building D (north): 6 storeys;

(iv) Building E (south): 5 storeys

(c) Two basement levels containing 548 car spaces and 218 bike spaces;

(d) Dwelling mix as follows:

(i) 1 x bed dwellings: 194

(ii) 2 x bed dwellings: 248

(iii) 3 x bed dwellings: 37

(e) 24 hour public connections provided via central pedestrian link (Capital City Trail to River Boulevard), northern pocket park, southern at-grade vehicle access and Cristine Crescent access;

(f) Curved architectural forms of Buildings A-D.

(g) Landscaping throughout the Site.



Images: Perspectives of Building A viewed from the Yarra River corridor (top left), Building C viewed from River Boulevard (top right) and Building E viewed from above adjacent Annettes Place / Yarra River. Source: Endorsed plans.

15. This development plan approvals remains current and has no expiry date. However, the associated planning permit application(s) for the reduction of car parking requirements has expired.

The Proposal

16. There are two components to the approvals sought by the applicant these are summarised as:

    (a) Development Plan Approval Application No. PLN21/0836 (Staged construction of six (6) buildings, to a maximum height of eight (8) storeys, to provide 473 dwellings and one level of basement car parking) and

    (b) Planning Permit Application No. PLN22/0142 (Reduction of car parking spaces in association with a residential use pursuant to part 18 of the Comprehensive Development Zone, Schedule 1: Victoria Gardens Comprehensive Development).

Background – Amended Plans

17. The applications for development plan approval and the associated planning permit application were lodged with Council on 12 November 2021. Procedurally, the two applications are different and will be outlined separately below. For ease of reference within this report, the two applications will be referred to as 'the development plan' and 'planning permit'.

Development plan

18. Pursuant to clause 37.02-4 of the Yarra Planning Scheme ("the Scheme"), an application for buildings and works requires a planning permit unless the schedule to the zone specifies otherwise. This clause then states that an application is exempt from notice, decision, and review rights at Sections 52, 64 and 82 of the Planning and Environment Act 1987 ("the Act"). However it must take into account any public comments under Part 16 of the Comprehensive Development Zone, Schedule 1: Victoria Gardens Comprehensive Development ("CDZ1").

19. The development plan process requires that the plan be put on display for a period of at least 14 days but no longer than 28 days, and invites public comments to be submitted.

20. The provisions relevant to the approval of a development plan note that a planning permit is not required for the use or development of land if it is generally in accordance with an approved development plan. Therefore, subject to the approval of a development plan, no planning permit is required for this development.

21. Following submission of further information the plans and associated documentation were put on display for a period of 28 days in May 2022. A total of 88 public comments were received to the development plan. Various issues were raised within the public comments and within other submissions from Melbourne Water, Parks Victoria and Transport for Victoria that have an interest in the development of the land.

22. On review of all comments received including referral responses, the applicant prepared an amended development plan documents which were submitted to Council on 4 October 2022 (architectural plans and supporting documents) and 7 February 2023 (landscape plans). The amendments to the development plan generally include:

    (a) Reduction of dwellings to 473 (-21)

    (b) Modified basement layout, including reduced footprint/greater deep soil landscaping opportunities, no reduction of car spaces (201 maintained) and 1 x additional bike space (527 in total);

    (c) Reduced building height with increased setbacks from Yarra River (east) to Building 03 and Building 06 resulting in less shadow cast to the Main Yarra Trail (refer to image below, which compares the revised design with the original envelope);

    (d) Increased spacing between all buildings generally in the order of 8.4-8.9m;

(e) The inclusion of a double height void (~6m high) between Building 2 and Building 03 to provide a publicly accessible pedestrian link from the plaza to Christine Crescent;

(f) Reconfiguration of the plaza to reduce and realign the porte cochere whilst improving the east west pedestrian connection along the south side of the plaza between River Boulevard and the river;

(g) Revised northern and southern private lawn areas. The basketball court to the north has been replaced with further landscaping and access similar to existing conditions. To the south, the pool extent is substantially reduced with increased canopy planting now proposed along the interface with Annette's Play Space;

(h) A reduction of tree removal throughout the Site and associated updates to the proposed landscaping;

(i) Deletion of food and drink premises at ground level;

(j) Deletion of communal roof terrace on Building 04;

(k) Deletion of the jetty;

(l) Various public realm improvements, including:

  (i) Rationalised median along River Boulevard for vehicle access purposes;

  (ii) East-west pedestrian crossing over River Boulevard;

  (iii) Interim north-south footpath on the western side of River Boulevard to improve connectivity to Victoria Street and Victoria Gardens Shopping Complex;

  (iv) Realigned footpath beyond the court bowl, with shared path beyond vehicle accessway for 40 River Boulevard linking to River Street;

  (v) New trees adjacent the western side of Building 04;

(m) Updated architectural plans, landscape plans, wind statement, traffic assessment, waste management plan and Sustainable Management Plan to correspond with the above changes.

23. No further public display of the amended plans was undertaken due to changes resulting in an overall reduction of built form. The amended plans and documents were circulated to all persons that made a comment or objection on the development plan and planning permit by email on 10 February 2023.

24. The amended development plan documents will form the basis of the assessment within this report.

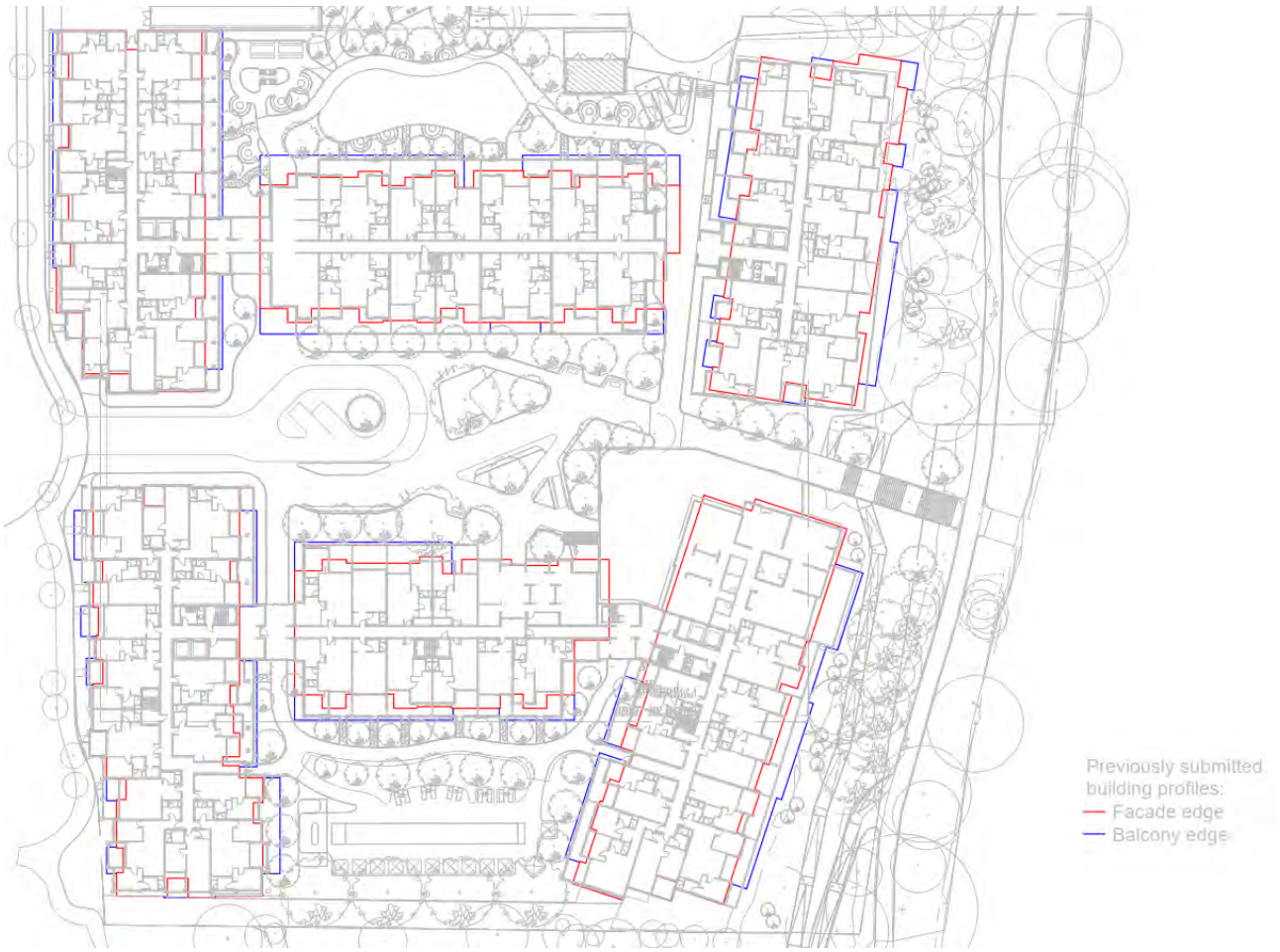


Image: Comparison of the submitted building envelope (red = façade edge, blue = balcony edge) and the revised building envelope (black linework). *Source: Application documents.*

25. In addition to the amended plans, the applicant submitted a revised southern elevation and Level 02 plan as sketch plans to further address some of the initial concerns raised by Council's urban design consultant. These plans have plot dates of 15 and 16 November 2022 respectively. These sketch plans show the following changes:

    (a) Southern facade of Building 4 further articulated with the introduction of Juliet balconies;

    (b) Additional screening to internal corner balcony/window junctions of the buildings to reduce internal overlooking;

    (c) Note added regarding 'maintenance access only' doors to vertical garden areas adjacent building connecting corridor areas; and

    (d) Modified bedroom/bathroom and living/dining internal areas for various apartments on Level 02 (which are intended to be replicated .

Planning permit

26. The planning permit application is specific to the reduction in the car parking rate for the use of the building as dwellings from 1.5 car spaces per dwelling to 0.42 car spaces per dwelling. The planning permit is subject to regular planning process and requires the application to be notified in accordance with section 52 of the Act. The process allows third party rights of review to the Victorian Civil and Administrative Tribunal ("VCAT"), however this is specific to the reduced car parking rate alone.

27. The planning permit followed the same procedural timeframe as set out for the development plan, however with notification undertaken under section 52 of the Act. A total of 65 objections (at the time of writing) were received to the planning permit application. The planning permit application was also amended on 27 May 2011 to reflect changes to the development plan.

28. The amended planning permit application will form the basis of the assessment within this report.

Description of the Proposal

29. The application generally proposes the construction of 473 Build to rent dwellings comprising

    (a) 32 x studio apartments

    (b) 213 x 1 bed apartments

    (c) 228 x 2 bed apartments

Built form

Built Form

30. Built form is two 'H' shaped buildings separated by a central open space area. Within this envelope are six (6) residential buildings ranging in scale between 5 to 8 storeys in height with one basement level. A summary of key development data for each building is summarised in the image and table below:

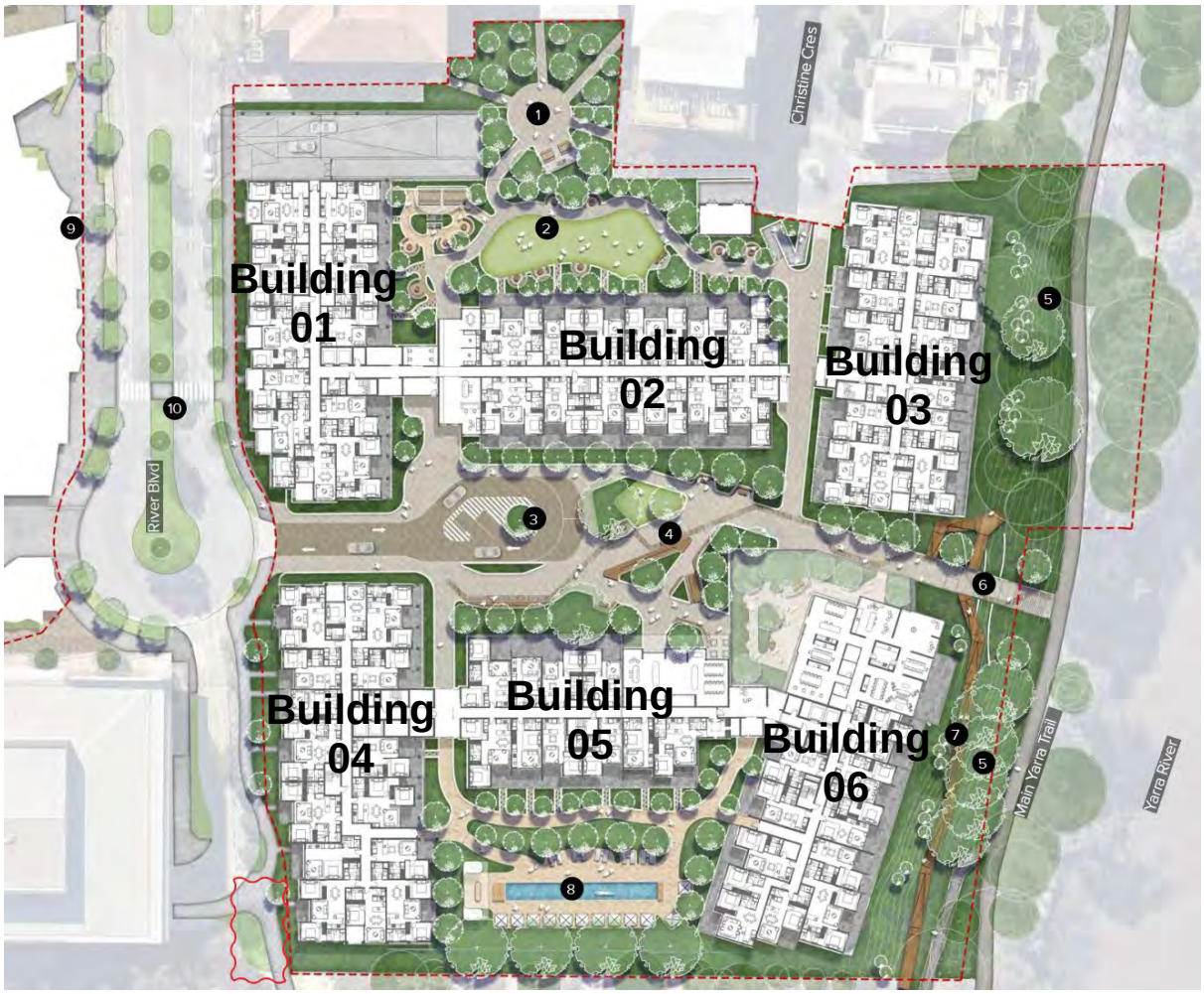


Image: Landscape masterplan of the Site with annotations of building number reference. *Source: Landscape plans, prepared by Arcadia.*

Building number	Building height (excl. plant)*	Bench level	Apartment mix
Building 01	6 storeys (31.2m AHD or 19.4m)	12.3m AHD	29 x 1 bed 51 x 2 bed Total: 80
Building 02	6 storeys (30.53m AHD or approx. 20m)	11.75m AHD	36 x 1 bed 46 x 2 bed Total: 82
Building 03	5 storeys (27.7m AHD or 17m)	11.2m AHD	3 x studio 35 x 1 bed 23 x 2 bed Total: 61
Building 04	8 storeys (37.24m AHD or 25.4m)	12.3m AHD	8 x studio 54 x 1 bed 52 x 2 bed Total: 114
Building 05	6 storeys (30.53m AHD or 19m)	11.75m AHD	18 x studio 24 x 1 bed 28 x 2 bed Total: 70
Building 06	5 storeys (27.7m AHD or 17m)	11.2m AHD	3 x studio 35 x 1 bed 28 x 2 bed Total: 66
Total			473 apartments 32 x studio apartments 213 x 1 bed apartments 228 x 2 bed apartments

** Note: Building heights have measured to parapets (Building 01, 02, 04 and 05) and roof terrace balustrade (Building 03 and 06).*

(a) As demonstrated in the table above, the proposal adopts a range of building heights with 5 storey built form adjacent the riverfront, stepping up to 6 storeys at the centre and northwest corner of the Site and extending to 8 storeys at the southwest corner;



Image: Perspective of the proposed riverfront buildings (Building 03 and 06), viewed from the Capital City Trail. *Source: development plan documents prepared by Bates Smart.*

(b) Plant equipment on each building varies between 2.8m and 3.38m in height above the parapet level;

(c) Building setbacks from site boundaries are as follows:

  (i) North: >4.4m to Building 01, >14m to Building 02 and >6m to Building 03 (increases due to irregular title boundaries)

  (ii) East: 11m – 28m (varies due to irregular title boundaries);

  (iii) South: A minimum of 4m and 4.6m to Building 06 and 03 respectively and 31m to Building 05;

  (iv) West: 0m, 0.9m – 1.6m for Building 01 and 0.2m – 4m for Building 04;

(d) The riverfront buildings (building 03 and 06) propose to have three storey podium and a 2.2m – 3m eastern upper setback to Levels 3 and 4. Building 04 features Level 6 and 8 setback 10m from the southern building edge of lower levels. Building 01, 02 and 05 have a ‘stacked’ appearance with no recessive setbacks to upper levels;

(e) All dwellings have a balcony with a minimum are of 8sqm;

(f) The basement level includes the following:

(i) 201 at-grade car spaces (including 20 EV nominated car spaces), some with over bonnet storage;

(ii) 527 bicycle spaces (including 510 for residents 17 visitor bicycle spaces);

(iii) 50 storage cages;

(iv) Various services, including 120,000 litre rainwater tank, fire services tank, fire pumps, break tank/domestic pumps;

(v) Common resident amenities, including gymnasium, multi-function fitness studios and entertainment/lounge/meeting areas;

Site layout

31. The proposal adopts the following siting and layout outcome:

(a) At the heart of the development is a central east-west link that provides public access from River Boulevard and the Yarra River and Capital City Trail. This plaza features stairs and a ramp connecting to the trail at the eastern end and a port cochere shared zone area with adjacent pedestrian access at the western end connecting to River Boulevard.

(b) The port cochere has been designed as a cul-de-sac with opportunities for four vehicle car parks for pick up / drop off movements to the development. The northern and southern sides of the port cochere incorporate pedestrian areas;

(c) Buildings 01 and 04 flank the central shared zone with intimate setbacks to River Boulevard and extend along the site frontage in a north-south manner;

(d) Buildings 02 and 05 are set in generously from the north and south boundaries respectively to front the public link;

(e) Buildings 03 and 06 also flank the central link and generally span north-south at the top of the Yarra River embankment;

(f) Building 01–03 and building 04–06 are physically connected by east-west pedestrian corridors;

(g) All apartments will have a minimum of 8.4m internal separation between balconies or windows, while central Buildings 02 and 05 are separated a minimum 30 metres;

(h) The primary pedestrian entry to the buildings are provide via concierge/reception areas at the western end of Building 02 and the eastern end of Building 05, which are intended to help activate the central public link. Additional entries are provided adjacent the corridor links to each building (save for the lower to levels between Buildings 02 and 03);

(i) Vehicle and bicycle ramp access to the basement is located in the north western corner of the site;

(j) All upper levels are accessed via four (4) stair/lift core areas located adjacent connecting corridors in Buildings 01, 03, 04 and 06;

(k) Communal roof terraces are proposed on Buildings 03 and 06 with outlook over the Yarra River corridor;

(l) Public and private vehicle and pedestrian access throughout the Site is depicted in the image below, which also includes public access to the northern pocket park and Christine Court between Building 02 and 03 (in addition to the central link);



Image: Proposed public and private access throughout the development. *Source: Universal access and path network plan within the landscape concept plans by Arcadia.*

Design

32. The proposed buildings have been designed with specific architectural styles, which are summarised as follows:

    (a) 'Urban' buildings (Buildings 01 and 04) feature:

        (i) Ordered, grid system with horizontal and vertical expressions

        (ii) Expressed masonry frames and exposed concrete slab edges;

        (iii) Timber-look or textured infill cladding panel system;

        (iv) Double glazing;

        (v) Masonry base/plinth with warm colour render finish;



Image: Perspective of Building 04, viewed from the western side of River Boulevard. *Source: Urban Context Report by Bates Smart.*

(b) 'Park' buildings (Building 02 and 05) feature:

(i) Elongated horizontal mass punctuated by vertical cladding systems to emphasise a verticality;

(ii) Legible entries adjacent the central plaza;

(iii) Applied vertical ceramic cladding system with warm tan tones;



Image: Perspective of Building 02, viewed within the pubic plaza area of the Site. *Source: Urban Context Report by Bates Smart.*

(c) River buildings (Building 03 and 06) feature:

(i) Design inspired by the riverine corridor and nestled behind a well-landscaped river embankment;

(ii) Textured masonry base/plinth in light grey colour finish;

(iii) Masonry with weathered copper colour treatment;

(iv) Applied vertical ceramic cladding system with brown mixed colour tones to complement natural timber colours;

Waste

33. Each apartment building will have dedicated waste disposal chutes for garbage and commingled recycling alongside their respective building core. Separate glass and organics (food waste) disposal bins will be located at each level within the storage areas of the chute room.

34. A waste storage area of approximately 140sqm is provided within the basement level.

35. Waste will be collected privately (between 2 and 3 times per week, (depending on the waste stream, on-site directly from the loading zone at basement level (adjacent the waste storage area), and accessed via a ramp from River Boulevard. An 8.8m Medium Rigid Vehicle (MRV) or smaller collection truck is proposed to perform all collections.

Tree removal / retention

36. A total of 67 trees are located within the development Site. The tree retention and removal plans included in the landscape concept plans, prepared by Arcadia, refer to removal of 39 trees, with 34 to be retained. Five (5) existing trees along River Boulevard are also proposed for retention.

37. An additional 14 trees are to be removed beyond the Site title boundaries, including:

(a) 7 x Smoked Bark Apple trees (*Angophora costata*) along the private link connecting to River Street south of the River Bouelvard court bowl;

(b) 5 x Lombardy poplar trees (*populus nigra "italica"*) within the river embankment;

(c) 2 x lemon scented gum trees (Corymbia citriodora) located on common property associated with 10 Elaine Court and 6 Christine Court;

38. All trees to be removed are 'planted' as discussed in the Site description above and therefore the considerations of Clause 52.17 are not applicable to the subject application.

Landscaping / open space

39. The landscape concept plans prepared by Arcadia set out landscape and open space treatments for the Site. The key features of the proposed treatments include:

(a) Central Public plaza and associated pedestrian connections;

(b) Clear delineation of hardscape and softscape areas, with a principally indigenous planting palette for softscape areas;

(c) The planting of over 159 canopy trees on the Site, along the river embankment and along the private link from the River Boulevard court bowl to River Street;

(d) Renewal of the existing northern pocket park abutting apartment buildings to the north of the site;

(e) Northern lawn communal open space;

(f) Southern lagoon (pool) communal open space;

(g) North-south pedestrian link to Christine Court;

(h) Roof terraces of the riverfront buildings (03 and 06);

(i) Various public realm improvements along River Boulevard / River Street private link, including:

(i) Rationalised median along River Boulevard for vehicle access purposes;

(ii) East-west pedestrian crossing over River Boulevard;

(iii) Interim north-south footpath on the western side of River Boulevard to improve connectivity to Victoria Street and Victoria Gardens Shopping Complex;

(iv) Realigned footpath beyond the court bowl, with shared path beyond vehicle accessway for 40 River Boulevard linking to River Street;

(v) New trees adjacent the western side of Building 04;

Build to rent

40. The proposed development is couched as a 'built to rent' development whereby the developer constructs and either holds or on-sells in a 'single line' with private individual lease arrangements in place. This is a relatively new residential typology and investment model in Australia (Richmond Traders and 249-265 Queens Parage being the only other build to rent developments in Yarra to date) which aims to facilitate longer term rental opportunities.

41. In order to promote longer term rental arrangements the applicant has indicated the following features to support the build to rent model:

(a) High quality internal fixtures, fittings and appliances;

(b) 1575sqm of internal common areas (including gymnasium/amenities at basement level residents lounge areas at ground floor and break out areas throughout various levels);

(c) Approx. 2000sqm of outdoor common area, including the renewal of the existing northern pocket park and northern lawn and southern lagoon (pool) communal open space areas;

(d) Ground floor concierge areas/services at Building 02 and 05;

(e) Click and collect / parcel collection facilities at ground floor between Building 01 and 02; and

(f) Complex-wide wifi.

ESD

42. Key ESD of the proposal are listed below:

(a) The development achieves 5-star Green Star Buildings certification;

(b) 5-star NABERS for all common areas;

(c) 7 Star NatHERS average all apartments with no individual dwelling less than 5.5 Star;

(d) Commitment to reduced upfront carbon emissions by 10% via material emission reduction compared to a reference building case;

(e) All electric, gas-free building with 100% of off-site energy sourced from renewable sources;

(f) A total of 40kW solar PV (two 20kW systems) proposed;

(g) Efficient electric building services including heat pumps for domestic hot water, high efficiency lifts and LED lighting with integrated building automation for optimised energy performance.

Development staging

43. The applicant has requested that the proposed development be delivered in two stages as detailed below:

(a) *Stage 1* - the basement in totality and the 'southern buildings' (Building 4, Building 5 & Building 6). It is planned that occupation would be sought upon completion of these works. Stage 1 would include the majority of the central plaza and river interface landscaping south of Building 3;

(b) *Stage 2* - completion and occupation of the 'northern buildings' (Building 1, Building 2 & Building 3) and balance works. Including the Cristine Crescent public extension.

44. Stage 2 is proposed to be built concurrent with Stage 1 and completed relatively shortly (in the context of a development of this scale indicatively 3 months between handover of Stage 1 / Stage 2 as currently planned) thereafter. The staging allows occupation of Stage 1 to occur for the time period in between.

Planning Permit

45. The application for planning permit is for a reduction in the car parking rate required for a residential development pursuant to Section 18 of the CDZ1. Specific details of the application include:

(a) A reduced rate of car parking from 1.5 car parking spaces per dwelling to 0.42 car parking spaces per dwelling;
(b) The development would provide a total of 201 on-site car parking spaces within a single basement level described above;
(b) No details of car space allocation has been included in the application.

Existing Conditions

Subject Site

46. The Victoria Gardens site is a large parcel of land bound to the north by Victoria Street, the east by the Yarra River and the Capital City Trail, the south by Doonside Street and Annettes Place, and to the west by Burnley Street. The Victoria Gardens site is divided into three precincts. Precinct 1 (office and restaurant), Precinct 2 (residential) and Precinct 3 (shopping centre complex and office development). Precinct 1 has been fully developed however Precinct 2 remains partially developed and Precinct 3 remains partially developed. The proposed residential development currently being considered falls within Precinct 2.

47. The subject site is located in the south-east corner of the Victoria Gardens site, being adjacent to the Yarra River and the end of River Street. The subject site can be accessed either via a pedestrian path from River Street or via River Boulevard via pedestrian or vehicular access.

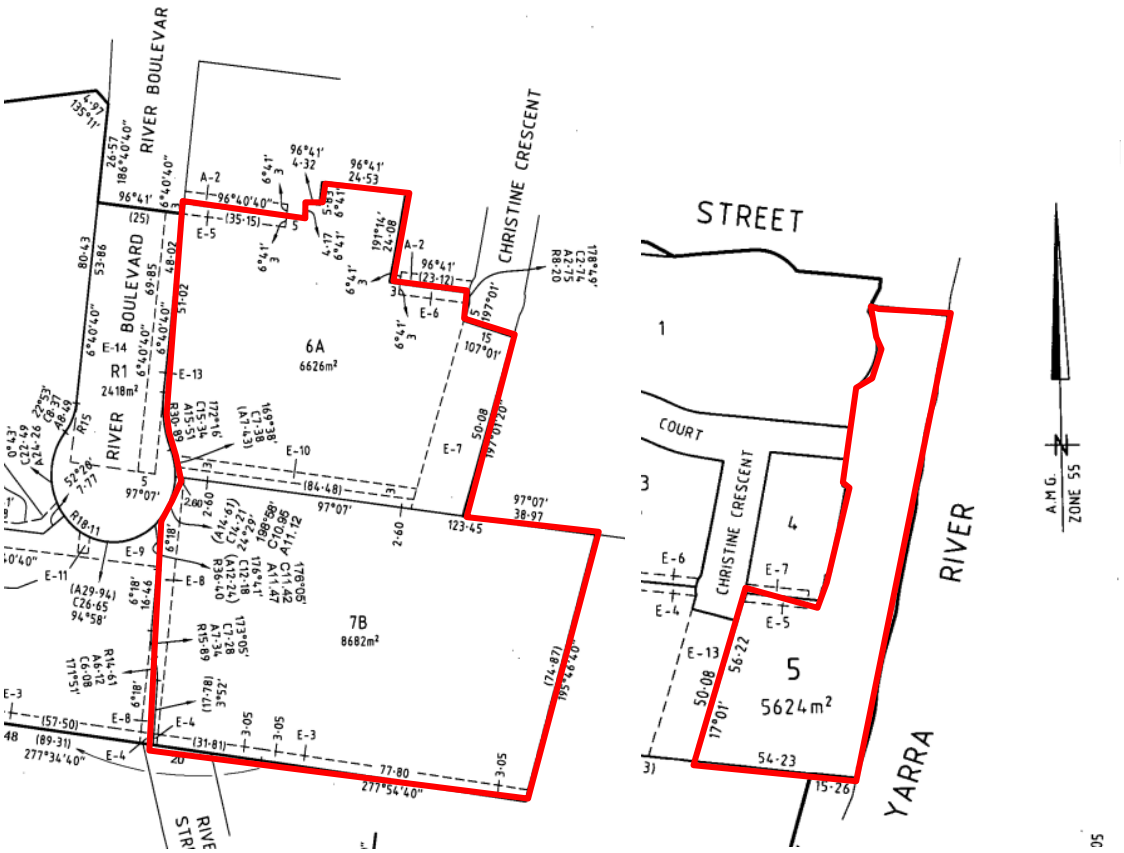
48. The site is legally known as:

(a) Lot 6A on plan of subdivision 608608U;

(b) Lot 7B on plan of subdivision 608608U; and

(c) Lot 5 on plan of subdivision 415801B.

49. The site is affected by a number of easements, being for the purpose of drainage, water supply and distribution and/or transmission of gas. Carriageway easements also affect the site, with three being shared driveways with the existing residential buildings to the north and one being an extension of Christine Crescent. The subject applications do not seek to vary or remove any easements.



Images: Plan of subdivision for Lots 6A and 7B (left) and Lot 5 (right), showing easement areas throughout the Site. *Source: Site Title plans.*

50. The site is an irregular shaped lot, with a western frontage of 148.5m (partially to River Boulevard), a maximum depth of 138.7m and a frontage of approximately 237m to the Yarra River, yielding an overall area of 20,932sqm.

51. The site is currently vacant, with an appreciable fall of approximately 2.0m from the western side to the top of the ridge, and a further fall of 9.0m to the Yarra River. The site contains 67 trees, with the vegetated areas being located primarily along the river edge (eastern), the south title boundary and within the northern courtyard informally shared with the residents of the buildings to the north.

52. The river edge vegetation was planted approximately 35 years ago and predominantly consists of Spotted Gums and River Sheokes (Casuarina cunninghamiana), together with exotic species.

53. The vegetation adjacent the southern title boundary was planted over the past 10 years and associated with Annette's Place.

54. The courtyard along the north title boundary has been planted with a mixture of Callery Pear (*Pyrus calleryana*), Spotted and lemon Scented Gums (*Corymbia maculata* and *Corymbia citriodora*), *Michelia doltsopa* and Brittle Gum (*Eucalyputs mannifera*).



Photo: Aerial image of the Site. *Source: Yarra GIS system.*



Photo: The Site viewed from River Boulevard looking east (Yarra River vegetated corridor in background



Photo: View from the Site looking south (River Boulevard to the right).

Surrounds

General

55. The site's location affords it a range of services and infrastructure opportunities, including retailing and recreational needs in the Victoria Gardens Shopping Centre and public transport services along Victoria Street in the form of two tram routes and a bus route. A playground is located to the immediate south of the site, known as Annettes Place. The site also enjoys direct access to the Capital City trail, which extends in a loop around the City, south of Swan Street, along the Yarra River, through Gallagher Reserve to the north and along Moonee Ponds Creek and Docklands back to the City.

North

56. To the immediate north of the subject site, are the three residential buildings approved on 12 December 1997 by Council under a development plan. The residential buildings are known as the Boulevard, Courtyard and Riverfront Apartments and range from 3 to 5 storeys in height (plus basement levels). The Riverfront Apartment drops to two storeys adjacent to the river, with an RL of 20.5 and setback of approximately 3.0m behind the ridge. The apartments can be accessed via River Boulevard and Christine Crescent. The apartments currently utilise the carriageway easements in the form of basement entry ramps from River Boulevard and Christine Crescent.



Photo: View of the existing 5 storey apartment building at 15 River Boulevard, with apartments facing the Site.

57. North of the apartment buildings is the five storey office building (plus two basement car parking levels), which also incorporates the former Fenix Restaurant/function centre. The building was approved by Council on 11 November 1997, also via a development plan. The building presents at two storeys to the river, increasing to five storeys in height at a point approximately 20 metres to the rear of the two storey built form.

58. Further north of the office building is Victoria Street, a declared Transport Zone (Category 2). The road contains two west and two east bound lanes, with central, dedicated tram lanes for the segment between the Yarra River and Burnley Street. Victoria Street is provided with a tram ‘super stop’ towards the intersection of Victoria and Burnley Streets.

59. The north side of Victoria Street contains a number of office buildings, with some recent infill development including the 11-13 storey Acacia Place residential development located at 1 Acacia Place, 8 storey apartment development at 659 Victoria Street and 9 storey residential development at 647-649 Victoria Street.



Photo: View of existing buildings along the northern side of Victoria Street

West

60. To the west of the subject site, across River Boulevard is an effective five storey office development (plus plant equipment) approved by Council on 31 July 2002 and known as the 'BAE building'. The BAE building presents an expanse of glazing and is clearly commercial in form. Further west of the office building is the rear of the Victoria Gardens Shopping Centre, including a number of loading docks and a gymnasium. A narrow through block link exists on the northern side of the BAE building, which provides an east-west pedestrian connection between River Boulevard and David Street (further west).

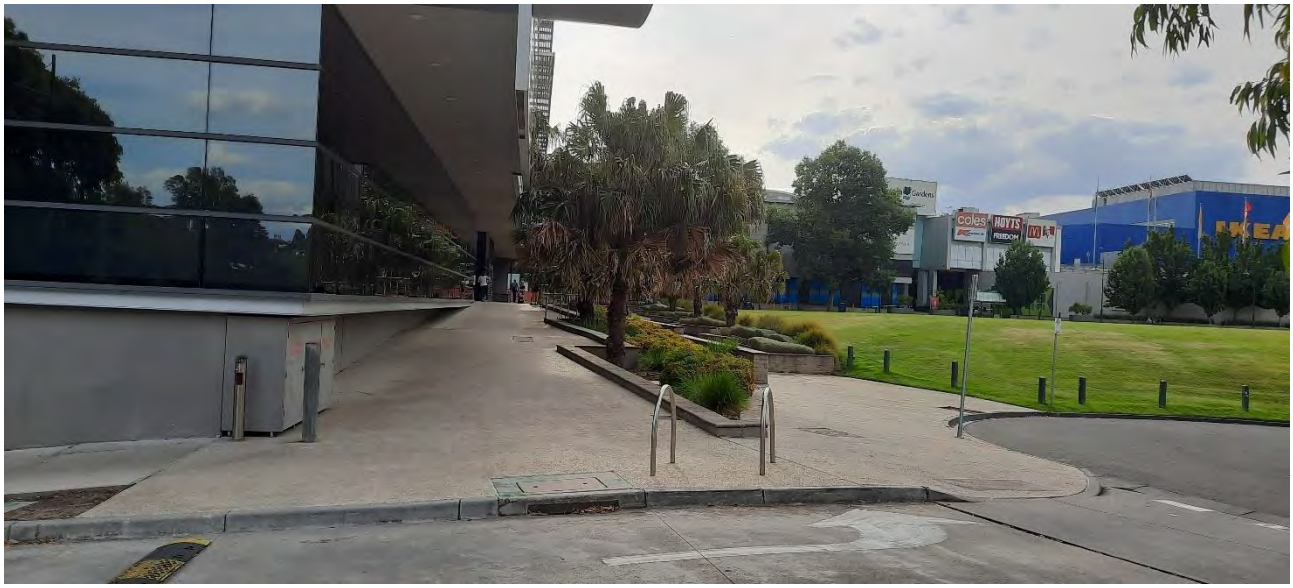


Photo: View of the through-block link to David Street and the Victoria Gardens shopping centre (right) with the 5 storey BAE office building to the left.

61. A large vacant land area known as 20 River Boulevard is also located west of the Site and has frontage of approximately 110 metres to River Boulevard and a depth of 70 metres. This land is dissected by Vickers Drive that operates as a carriageway easement to the shopping centre. Land on the south west corner of River Boulevard and Victoria Street (10 River Boulevard) is developed with an at grade car parking area. These two land parcels are the subject of an approved development plan for a mixed use 13 storey building (plus basement levels), which includes a range of public realm improvements to the western side of the River Boulevard.



Photo: View of 10 and 20 River Boulevard, separated by Vickers Drive and Victoria Gardens shopping centre complex (in background) viewed from the eastern side of River Boulevard.

South

62. To the south of the subject site is River Street, a primarily residential street containing one to three storey built forms. Annettes Place (as outlined previously) is located to the immediate south of the subject site, containing large grassed areas, play equipment and benches. The playground can be accessed via River Street, the Capital City trail and the pedestrian path extension from River Boulevard.

63. Riverside House is an aged care facility located on the west side of River Street, to the immediate south of the BAE building located on the Victoria Gardens site. The building is single storey, with extensive setbacks affording large open space areas. Beyond this building is the Yarraberg child care facility, which is owned and operated by City of Yarra.

64. A four storey rendered brick residential apartment building orientated to the river and partly flanking Annettes Place is also located to the south east of the site.



Photo: View of Annette's Place from River Street.

East

65. To the east of the Site is the Yarra River corridor/environs. Beyond the Main Yarra Trail and the Yarra River, are the rear of properties within the City of Boroondara which front Harrison Crescent and Muir Street further east in the suburb of Kew. Although generously vegetated, dwellings on the east side of the riverbank are clearly visible from the Main Yarra Trail. However, they are afforded a generous setback by virtue of the steep bank of the river.



Photo: View of the Main Yarra Trail, looking north.

Planning Scheme Provisions

Zoning

Comprehensive Development Zone (CDZ)

66. Pursuant to clause 37.02 of the Yarra Planning Scheme [**the Scheme**], the site is located within the CDZ. The Table of Uses at clause 37.02-1 specifies that a use must be in accordance with any conditions in Section 1.0 of the Schedule to the zone. Clause 37.02-2 specifies that a permit is required to construct a building or construct or carry out works unless the schedule to the zone specifies otherwise. It further notes that applications for buildings and works are exempt from notice, decision, and review rights at Sections 52, 64 and 82 of the Act.

67. The subject site is included within Schedule 1 to the Comprehensive Development Zone, being the 'Victoria Gardens Comprehensive Development'.

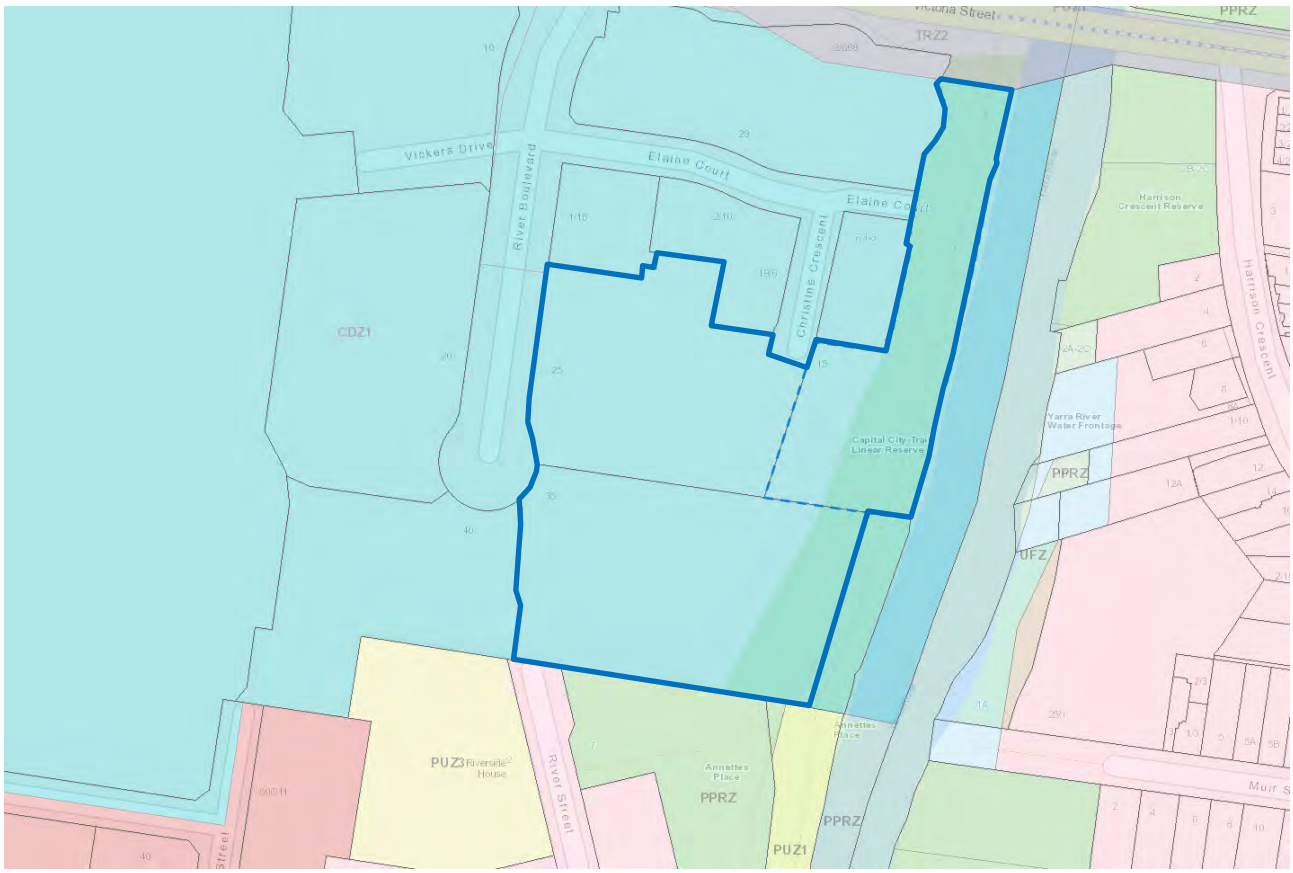


Image: Zoning map of the Site and surrounds *Source: VicPlan.*

Comprehensive Development Zone, Schedule 1: Victoria Garden Comprehensive Development (CDZ1)

68. The purpose of the CDZ1 is:

(a) *To encourage the comprehensive redevelopment of the land on the south side of Victoria Street, between Burnley Street and the Yarra River, City of Yarra.*

(b) *To ensure that development on the site will complement and enhance the Yarra River environment.*

(c) *To assist redevelopment as a mix of office, retail, entertainment, residential, commercial and ancillary uses.*

(d) *To ensure that the combination of uses, their overall density and the scale, character and level of redevelopment are compatible with:*

(i) The amenity of the surrounding area and the nature of the surrounding uses.

(ii) The visible skyline as seen from and along the Yarra River and the River's environs, and views along Victoria Street and Barkers Road.

(iii) The capacity of the existing road system and any proposed modifications to accommodate any increase in traffic.

(iv) The capacity of the existing essential services and proposed modifications.

(e) *To ensure retailing in the zone is compatible with and serves the existing and future commercial, industrial and residential uses in the surrounding area.*

(f) *To provide greater public access, in particular for pedestrians and cyclists to and along the Yarra River bank.*

(g) *To ensure that the land is developed in an orderly and proper manner.*

(h) *To encourage a high standard of urban design.*

(i) *To limit overshadowing affecting the amenity of adjoining land and, in particular, areas of public open space and the Yarra River.*

(j) *To avoid adverse wind conditions in pedestrian areas.*

(k) *To ensure that buildings and works along the Yarra River do not adversely affect drainage or flooding.*

CDZ controls specific to approving plans (relevant to this amendment)

69. Pursuant to Section 4.0 of the CDZ1, a planning permit is not required to construct a building or construct or carry out works if in accordance with a development plan prepared to the satisfaction of the Responsible Authority.

70. A planning permit is therefore not required for the use or development subject to approval of the plan that is currently being considered.

71. Pursuant to section 6 of the CDZ1, the owner of the land may submit for approval staged development plans for each precinct or part of a precinct. The City of Yarra must consider whether the submitted development plan and other details for the development are satisfactory and in accordance with the 'Guidelines for Approving Plans' at Section 15 of CDZ1 (among other things).

72. Section 6 of the CDZ1 specifies that the submitted plan must generally be in accordance with the "Victoria Gardens Building Envelope and Precinct Plan and Precinct 3 Plan – Warehouse Area" ("BEPP"). The BEPP is included as an incorporated document to the zone, and establishes the parameters for future development of the site including mandatory height controls and restrictions on the use of land (where referred to in the table of uses). The proposed development is located within Precinct 2 on the BEPP. (The BEPP is shown at Figure 1 and 2 below).

73. The table of uses within the CDZ1 specifies that dwellings are an 'as-of-right' use within all of the precincts shown on the BEPP, while section 6 of the CDZ1 specifically identifies that Precinct 2 must make provision for not less than 50 dwellings.

74. Pursuant to section 8 of the CDZ1, no buildings and works may be constructed until a detailed landscape plan has been prepared to the satisfaction of the responsible authority.

75. Section 11 of the CDZ1 relates to the Yarra Environs Precinct, an area of land identified on the BEPP to facilitate and encourage integration between the Yarra River, the site and the surrounding area. This area is only to be used or developed for recreation purposes.

76. Section 12 of the CDZ1 relates to the Landscape Buffer, an area of land identified on the BEPP to encourage integration between any residential development on the site and the adjoining residential development to the south. This area is only to be used or developed for recreation and landscape purposes.

77. Section 15.0 of the CDZ1 provides the decision guidelines for approving plans and deals with general requirements, design and landscape, traffic and transport, significant landscape, land subject to inundation and environmental significance, heritage character and native vegetation.

78. The Victoria Gardens Development Urban Design Guidelines ("UD Guidelines") is also an incorporated document in this scheme. The UD Guidelines provide design guidelines which guide appropriate development of the land. In considering if a development is acceptable, the Responsible Authority must assess the design against these guidelines.

79. The guidelines have been divided into various design elements and precinct principles, outlining the relevant issues and design guidelines to be considered in the formulation of a design for the development of the site. These elements include the following:

(a) *Setbacks, Building Envelopes and Height Limits;*

(b) *Building Form, Materials and Colour;*

(c) *Orientation, Overshadowing and Overlooking;*

(d) *Streetscape and Landscaping;*

(e) *Views and Vistas;*

(f) *Car Park Access and Treatment;*

(g) *Open Space;*

(h) *Pedestrian Movement and Security;*

(i) *Advertising Signs;*

(j) *Interface Areas; and*

(k) *Boat Landings.*

80. Section 17.0 (Height Control) of the CDZ1 states that development must not exceed heights shown on the Victoria Gardens Building Envelope and Precinct Plan and Precinct 3 Plan – Warehouse Area. This plan is incorporated into the Scheme but does not apply to

the height of architectural features, building services, electronic media antennas, flagpoles, lighting poles, fences and advertising signs approved under Part 22 of this Schedule.

(a) *limited built form projections in the 'height projection area' shown in Precinct 2 which project above RL31 height limit but which do not exceed RL37 and do not exceed 10% of the precinct height projection area.*

81. The Building Envelope and Precinct Plan is shown in the image below, which also highlights the 'building projection area' in red.

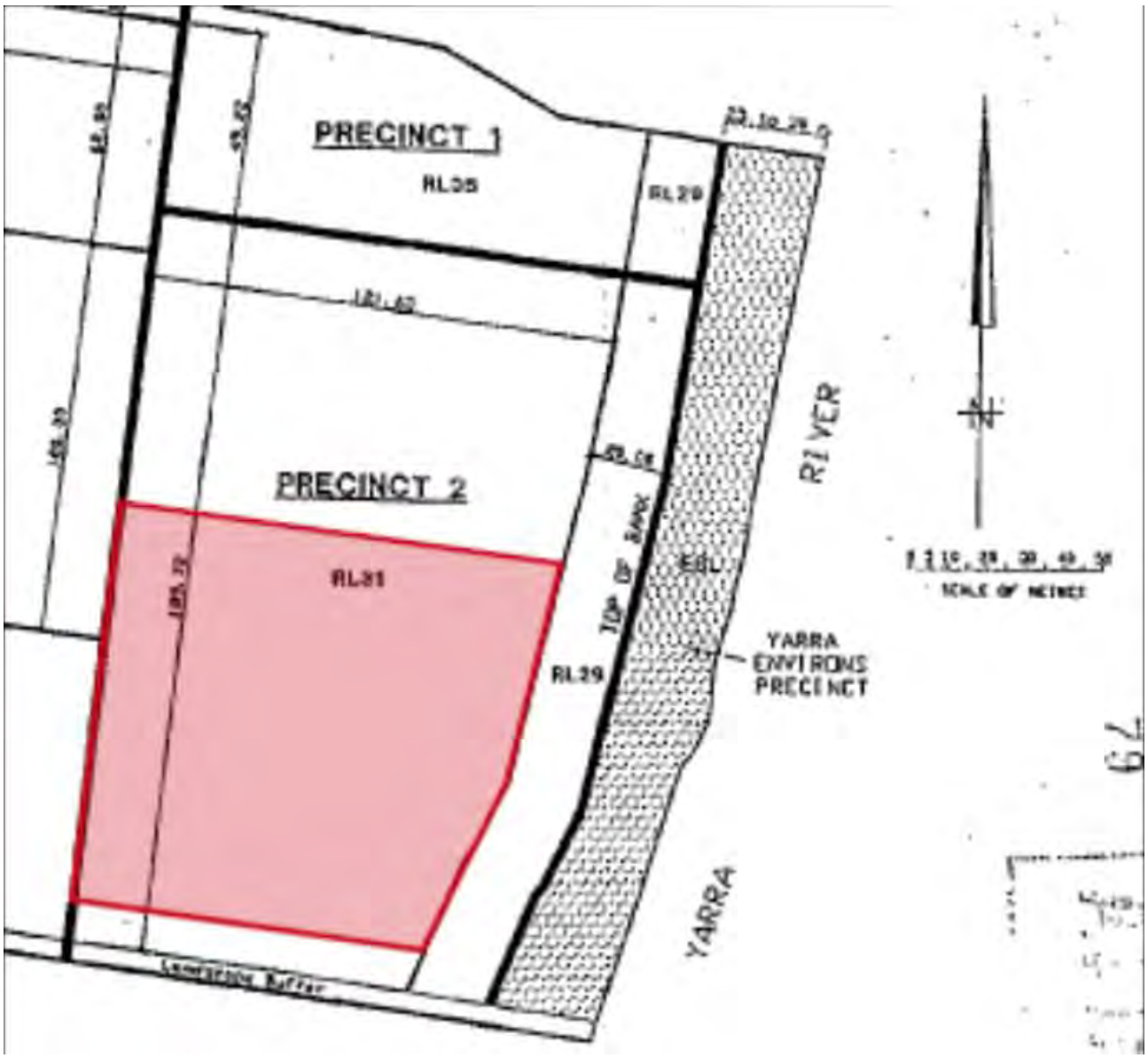


Image: Building Envelope and Precinct Plan extract with building projection area highlighted in red. *Source: Schedule 1 to CDZ.*

82. Section 18.0 of the CDZ1 provides car parking rates, with 1.5 spaces required per dwelling. A permit may be granted to reduce the number of car spaces required for a particular use.

83. The applicants are seeking a reduced car parking rate of 0.42 spaces per dwelling, therefore a planning permit is required for the reduce rate. The applicable decision guidelines include:

    (a) *The likely demand for car parking spaces.*

    (b) *The extent to which the various uses of the land are likely to generate different levels of demand for car parking at different times.*

    (c) *The possible multi-use of car spaces.*

    (d) *The demand for car spaces generated by the uses established in previous stages of the development.*

    (e) *The accessibility of the site to vehicle traffic.*

    (f) *The proposed layout of parking areas.*

Overlays

84. The subject site is affected by the following overlays:

    (a) Environmental Audit Overlay;

    (b) Significant Landscape Overlay, schedule 1;

    (c) Land Subject to Inundation Overlay;

    (d) Design and Development Overlay, Schedule 2 (the proposal is not affected by this overlay); and

    (e) Development Contributions Plan Overlay, Schedule 1.

85. Section 5.0 of the CDZ1 states that the provisions of Clause 44.04 Land Subject to Inundation Overlay, Clause 42.03 Significant Landscape Overlay, Clause 43.02 Design and Development Overlay and Clause 43.01 Heritage Overlay do not apply to any development constructed in accordance with an approved development plan. However, Part 15 of the CDZ1 includes decision guidelines that embody the requirements of these provisions and accordingly they will be addressed in this report.

86. Section 13.0 of the CDZ1 states that:

    Before a sensitive use commences or before a building is constructed for a sensitive use and before works are constructed or carried out in association with a sensitive use, to comply with Ministerial Direction 1, the following must be complied with:

    (a) *A Certificate of environment audit must be issued for the land in accordance with Section 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 Section IXD of that Act that the environmental conditions of the land are suitable for the sensitive use.*

    Definitions
    In this Schedule, a "sensitive use" means a residential use, a child care centre, a pre-school, a primary school or public open space.

87. The recommendation includes a notation informing the developer of this requirement.

Development Contributions Plan Overlay (DCPO1)

88. The Development Contributions Plan applies to the proposed additional office floor area, requiring the developer to pay a cash contribution towards essential city infrastructure like roads and footpaths.

89. Pursuant to Clause 45.06-1 a permit granted must:

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

90. Schedule 1 of the Development Contributions Plan Overlay (DCPO1) applies to the proposal. The subject site is located within Charge Area 8 (North Richmond) and the development infrastructure levy is applicable to the office and retail floor space.

91. A planning permit is not required for works under the overlay. The requirements of the DCPO have been included as development plan conditions in the recommendation.

Aboriginal Cultural Heritage Significance

92. Clause 15.03-2S of the Scheme seeks to ensure the protection and conservation of places of Aboriginal cultural heritage significance. The sites proximity to the Yarra River requires consideration of Aboriginal cultural heritage significance. The requirement for a CHMP to be submitted is established under the *Aboriginal Heritage Act* 2006 and Section 23 of the *Aboriginal Heritage Regulations* 2007 ("Aboriginal Heritage Regulations").

93. Under the Aboriginal Heritage Regulations, a CHMP is required for an activity if:

(a) *all or part of the activity area for the activity is an area of cultural heritage sensitivity; and*
(b) *all or part of the activity is a high impact activity.*

94. The Aboriginal Heritage Regulations provide exemptions for when a CHMP is not required, notably if there has been significant ground disturbance. This is defined as:

(a) significant ground disturbance means disturbance of –

(i) the topsoil or surface rock layer of the ground; or
(ii) a waterway— by machinery in the course of grading, excavating, digging, dredging or deep ripping, but does not include ploughing other than deep ripping.

95. In the previous development plan application (PL10/0156), the applicant engaged Andrew Long and Associates to prepare a report establishing whether a CHMP was required for this site. The report refers to section 23 specifically, the CHMP exemptions in the Aboriginal Heritage Regulations, stating that although the proposal is a high impact activity, being for the construction of more than three dwellings, the land within 200m of the Yarra River has been significantly disturbed through impacts from prior urbanisation, including commercial construction, activities, demolition and associated landscaping'. The Andrew Long and Associates report concludes that a CHMP is not mandatory under the *Aboriginal Heritage Act 2006* or Aboriginal Heritage Regulations.

96. The applicant has submitted a letter from Andrew Long and Associates that confirms that there have been no intervening circumstances since the original report, which might otherwise invalidate the advice. Furthermore, this letter also states that the definition of significant ground disturbance has not changed since this advice. As such, the previous advice remains unchanged and Council remains satisfied that a CHMP is not required for the site.

Particular Provisions

Clause 52.34 - Bicycle facilities;

97. Clause 52.34 requires that before a new use commences, the required bicycle facilities and associated signage must be provided on the land. Clause 52.34-3 states that 1 bike space is required for every 5 dwellings (for residents) and 1 visitor space for every 10 dwellings.

98. These rates require a total of 95 resident and 47 visitor spaces for the development (142 in total). The proposed plans includes 510 resident bicycle spaces and 27 visitor spaces. A reduction of 20 visitor bicycle parking spaces is therefore required.

Clause 58 - Apartment Developments

99. The provisions of Clause 58 apply to an application to construct or extend an apartment development within a number of zones. CDZ1 does not make reference to Clause 58 and therefore the objectives and standards of this clause only provide guidance for apartment development design on the Site.

General Provisions

100. 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.

101. Amongst other things, the Responsible Authority must consider the relevant Municipal Planning Strategy and the Planning Policy Framework, as well as the purpose of the zone, overlay or any other provision. An assessment of the application against the relevant sections of the Scheme is contained in this report.

Planning Policy Framework (PPF)

102. Relevant clauses are as follows:

Clause 11.02 (Managing Growth)
Clause 11.02-1S (Supply of Urban Land)

103. The objective is:

(a) *To ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses.*

Clause 11.03 (Planning for Places)
Clause 11.03-1S (Activity Centres)

104. The relevant objectives of this clause include:

(a) *To encourage the concentration of major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres that are highly accessible to the community.*

Clause 12.03-1S (River and riparian corridors, waterways, lakes, wetlands and billabongs)

105. The objective is:

(a) *To protect and enhance waterway systems including river and riparian corridors, waterways, lakes, wetlands and billabongs.*

106. Policy guidelines include:

(a) *Locating earthworks, including dams, a minimum of 30 metres from waterway systems.*
(b) *Locating development a minimum of 30 metres from the banks of waterway systems.*
(c) *The views of floodplain and waterway managers.*
(d) *Any regional catchment strategy and related plans approved under the Catchment and Land Protection Act 1994.*

Clause 12.03-1R (Yarra River Protection)

107. The objective is:

(a) *To maintain and enhance the natural landscape character of the Yarra River corridor.*

108. Relevant strategies of this clause are:

(a) *Strengthen the Yarra River's natural environment, heritage and overall health by:*
    (i) Protecting, conserving and enhancing areas of Indigenous and non-Indigenous cultural and archaeological significance.
    (ii) Protecting the river's riparian vegetation, natural riverbank topography and flood management capacity.

(iii) *Ensuring development does not increase the rate or quantity of stormwater, sediment or other pollutants entering the river.*
(iv) *Protecting and enhancing both terrestrial and aquatic habitats and their linkages along the river corridor.*

(b) *Promote a sense of place and landscape identity by:*
(i) *Retaining a dominant and consistent tree canopy along the river corridor and in its broader landscape setting.*
(ii) *Ensuring that the appearance of development is subordinate to the local landscape setting, with any views of development being filtered through vegetation.*

(c) *Retain and enhance people's enjoyment of the river and its environment by:*
(i) *Planning for the river and its environs as a recreation and tourism resource.*
(ii) *Ensuring linkages and public access to the river and its parklands are maintained, enhanced and new links created where appropriate.*
(iii) *Avoiding overshadowing of the river, its banks and adjacent public open space to ensure that the amenity of the public realm is maintained year-round.*

(d) *Ensure that development is designed and sited to maintain and enhance the river's secluded and natural environment by:*
(i) *Minimising the visual intrusion of development when viewed from major roads, bridge crossings, public open space, recreation trails and the river itself.*
(ii) *Ensuring that the siting and design of buildings avoids conflicting with the local natural landscape and environmental character.*
(iii) *Ensuring building height is below the natural tree canopy and all development is set back a minimum of 30 metres from the banks of the river.*

Clause 13.04-1S (Contaminated and potentially contaminated land)

109. The relevant 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.

110. Relevant strategies are:

(a) *Require applicants to provide adequate information on the potential for contamination to have adverse effects on future land use if the subject land is known to have been used for industry, mining or the storage of chemicals, gas, wastes or liquid fuel.*
(b) *Facilitate the remediation of contaminated land, particularly on sites in developed areas with potential for residential development.*

Clause 13.05-1S (Noise abatement)

111. The relevant objective of this clause is:

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

112. Noise abatement issues are measured against relevant Environment Protection Regulations under the *Environment Protection Act 2017* and *Noise Limit and Assessment Protocol for the Control of Noise from Commercial, Industrial and Trade Premises and Entertainment Venues* (Publication 1826.2, Environment Protection Authority, March 2021)

Clause 13.07 (Amenity)
Clause 13.07-1S (Land use compatibility)

113. The objective of this clause is:

(a) *To protect community amenity, human health and safety while facilitating appropriate commercial, industrial, infrastructure or other uses with potential adverse off-site effects.*

Clause 15.01 (Built Environment and Heritage)

Clause 15.01-1S (Urban design)

114. The relevant objective of this clause is:

    (a) *To create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.*

Clause 15.01-1R (Urban design - Metropolitan Melbourne)

115. The objective is:

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

Clause 15.01-2S (Building design)

116. The relevant objective of this clause is:

    (a) *To achieve building design outcomes that contribute positively to the local context and enhance the public realm.*

117. Relevant strategies of this clause are:

    (a) *Ensure a comprehensive site analysis forms the starting point of the design process and provides the basis for the consideration of height, scale and massing of new development.*
    (b) *Ensure development responds and contributes to the strategic and cultural context of its location.*
    (c) *Minimise the detrimental impact of development on neighbouring properties, the public realm and the natural environment.*
    (d) *Ensure the form, scale, and appearance of development enhances the function and amenity of the public realm.*
    (e) *Ensure buildings and their interface with the public realm support personal safety, perceptions of safety and property security.*
    (f) *Ensure development is designed to protect and enhance valued landmarks, views and vistas.*
    (g) *Ensure development provides safe access and egress for pedestrians, cyclists and vehicles.*
    (h) *Ensure development provides landscaping that responds to its site context, enhances the built form and creates safe and attractive spaces.*
    (i) *Encourage development to retain existing vegetation.*

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

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

Clause 15.01-5S (Neighbourhood character)

119. The relevant objective of this clause is:

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

120. Relevant strategies are:

    (a) *Support development that respects the existing neighbourhood character or contributes to a preferred neighbourhood character.*
    (b) *Ensure the preferred neighbourhood character is consistent with medium and higher density housing outcomes in areas identified for increased housing.*
    (c) *Ensure development responds to its context and reinforces a sense of place and the valued features and characteristics of the local environment and place by emphasising the:*
        (i) Pattern of local urban structure and subdivision.
        (ii) Underlying natural landscape character and significant vegetation.

(iii) Heritage values and built form that reflect community identity.

Clause 15.02 (Sustainable Development)
Clause 15.02-1S (Energy Efficiency)

121. The objective of this clause is:

(a) *To encourage land use and development that is energy and resource efficient, supports a cooler environment and minimises greenhouse gas emissions.*

Clause 16.01-1S – Housing Supply

122. The objective of this clause is:

(a) *To facilitate well-located, integrated and diverse housing that meets community needs.*

123. Relevant strategies are:

(a) *Increase the proportion of housing in designated locations in established urban areas (including under-utilised urban land) and reduce the share of new dwellings in greenfield, fringe and dispersed development areas.*
(b) *Encourage higher density housing development on sites that are well located in relation to jobs, services and public transport.*
(c) *Identify opportunities for increased residential densities to help consolidate urban areas.*
(d) *Facilitate diverse housing that offers choice and meets changing household needs by widening housing diversity through a mix of housing types.*

Clause 16.01-1R – Housing supply- Metropolitan Melbourne

124. Strategies for this clause are:

(a) *Provide certainty about the scale of growth by prescribing appropriate height and site coverage provisions for different areas.*
(b) *Allow for a range of minimal, incremental and high change residential areas that balance the need to protect valued areas with the need to ensure choice and growth in housing.*

Clause 16.01-1R – Housing supply - Metropolitan Melbourne

125. Relevant strategies for this clause are:

(a) *Manage the supply of new housing to meet population growth and create a sustainable city by developing housing and mixed use development opportunities in locations that are:*
  (i) In and around the Central City.
  (ii) Urban-renewal precincts and sites.
  (iii) Areas for residential growth.
  (iv) Areas for greyfield renewal, particularly through opportunities for land consolidation.
  (v) Areas designated as National Employment and Innovation Clusters.
  (vi) Metropolitan activity centres and major activity centres.
  (vii) Neighbourhood activity centres - especially those with good public transport connections.
  (viii) Areas near existing and proposed railway stations that can support transit oriented development.
(b) *Identify areas that offer opportunities for more medium and high density housing near employment and transport in Metropolitan Melbourne.*
(c) *Facilitate increased housing in established areas to create a city of 20 minute neighbourhoods close to existing services, jobs and public transport.*

Clause 16.01-2S – Housing affordability

126. The objective of this clause is *'to deliver more affordable housing closer to jobs, transport and services'.*

Clause 18.01 (Integrated Transport)
Clause 18.01-2S (Transport System)

127. The objective of this clause is:

    (a) *To coordinate development of all transport modes to provide a comprehensive transport system.*

Clause 18.02 (Movement Networks)
Clause 18.02-1S (Sustainable personal transport)

128. The relevant objectives of this clause is:

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

Clause 18.02-1R (Sustainable personal transport- Metropolitan Melbourne)

129. Strategies of this policy are:

    (c) *Improve local travel options for walking and cycling to support 20 minute neighbourhoods.*
    (d) *Develop local cycling networks and new cycling facilities that support the development of 20-minute neighbourhoods and that link to and complement the metropolitan-wide network of bicycle routes - the Principal Bicycle Network*

Clause 18.02-2S (Public Transport)

130. 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.*

Clause 18.02-2R (Principal Public Transport Network)

131. A relevant strategy of this clause is to:

    (a) *Maximise the use of existing infrastructure and increase the diversity and density of development along the Principal Public Transport Network, particularly at interchanges, activity centres and where principal public transport routes intersect.*

Clause 18.02-4S – (Car Parking)

132. The objective of this clause is:

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

133. A relevant strategy is:

    (a) *Protect the amenity of residential precincts from the effects of road congestion created by on-street parking.*

Clause 19.02-6R (Open Space – Metropolitan)

134. The objective of this clause is:

    (a) *To strengthen the integrated metropolitan open space network.*

135. Relevant strategies for this clause are:

(a) *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*
(b) *Ensure major open space corridors are protected and enhanced.*
(c) *Continue development of the lower Yarra River as a focus for sport, entertainment and leisure.*

Local Planning Policy Framework (LPPF)

136. The following clauses within the Municipal Strategic Statement ("MSS") and their respective objectives and strategies are relevant.

137. Clause 21.03 noted the subject site being within the Victoria Street Major Activity Centre as a Strategic Re-development Site.

138. Clause 21.04-1 (Accommodation and housing) states that the majority of new development will be accommodated on strategic re-development sites which are generally in or close to activity centres with good access to transport and services.

139. Clause 21.04-2 (Activity Centres) acknowledges that Major Activity Centres will continue to grow and prosper with strategies including to support the regional role of Major Activity Centres as important components of Yarra's economy.

140. Clause 21.05-2 (Urban Design) identifies Yarra as having a low rise urban form punctuated by pockets of higher development. Strategies for future development include development on Strategic Re-development Sites being 5-6 storeys unless defined benefits can be achieved.

141. Within Activity Centres, development is encouraged to respect the existing character and support is provided for developments that contribute to an consolidate the viability of the centre.

142. Clause 21.05-3 (Built form character) identifies that Yarra has several building form character types. The subject site is located in the Yarra River Corridor area and is noted as being in the Current and Ex-Industrial River Edge sub-precinct. These areas are described as where the river bank adjoins an area once dominated by industry or an area of industrial buildings mostly still in use for that purpose.

143. Clause 21.05-3 also includes strategies to ensure development maintains and enhances the qualities of the Yarra River Corridor including using a combination of heights, setbacks and vegetation screening within new developments.

144. Clause 21.05-4 also encourages new development to provide public environments that positively contribute to Yarra's character through allowing universal access, buildings at street level having a human scale, developing safe and attractive areas, providing public access through large developments particularly adjacent to parks and waterways.

145. Clause 21.06 seeks to reduce car dependence and promote walking, cycling and public transport patronage. Strategies including locating developments near public transport, providing shared facilities and to require large development to prepare integrated transport plans.

146. Clause 21.07 (Environmental Sustainability) recognises the need to reduce impacts on the environment including along the Yarra River. Strategies include encouraging environmentally sustainable design measures in new development as well as protecting and enhancing waterway corridors through protection and maintenance of vegetation and significant environmental features.

147. Of particular reference, the site is located within the North Richmond neighbourhood at clause 21.08-9. This clause identifies the site as being a strategic re-development site.

Relevant Local Policies

Clause 22.03 Landmarks and Tall Structures

148. This policy applies to all development. Whilst the site is not within proximity to an identified sign or landmark within the policy, the following is relevant: *Ensure the profile and silhouette of new tall structures adds to the interest of Yarra's urban form and skyline.*

Clause 22.05 (Interfaces Uses Policy)

149. This policy applies to applications within the commercial Zone (among others), 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.

150. It is policy that:

    (a) *New residential use and development in or near commercial centres and activity centres and near industrial uses includes design features and measures to minimise the impact of the normal operation of business and industrial activities on the reasonable expectation of amenity within the dwellings.*

Clause 22.10 (Built form and design policy)

151. This policy applies to all new development that is not included within a heritage overlay. The policy comprises design elements to guide the scale, form and appearance of new development, of which the following are relevant to this application:

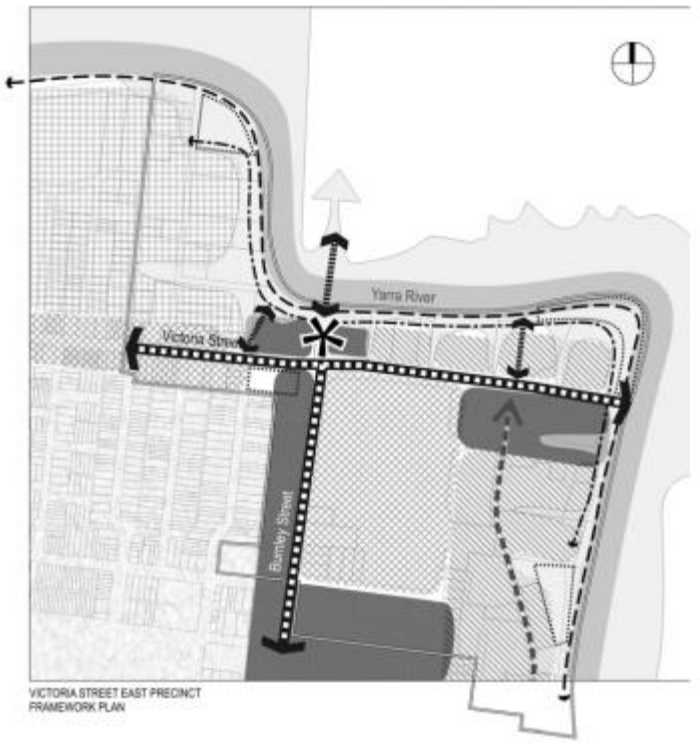
    (a) *Setbacks and building heights;*
    (b) *Street and public space quality;*
    (c) *Environmental sustainability;*
    (d) *On-site amenity;*
    (e) *Off-site amenity;*
    (f) *Landscaping and fencing; and*
    (g) *Parking, traffic and access.*

152. The policy has the following objectives:

    (a) *Ensure that new development positively responds to the context of the development and respects the scale and form of surrounding development where this is a valued feature of the neighbourhood.*
    (b) *Ensure that new development makes a positive contribution to the streetscape through high standards in architecture and urban design.*
    (c) *Limit the impact of new development on the amenity of surrounding land, particularly residential land.*
    (d) *Design buildings to increase the safety, convenience, attractiveness, inclusiveness, accessibility and 'walkability' of the City's streets and public spaces.*
    (e) *Encourage environmentally sustainable development.*

Clause 22.11 – Victoria Street East Precinct Policy

153. This policy applies to the following area (including the subject site):



154. The relevant objectives of this clause are:

Yarra River and open spaces

(a) *To create strong public links to the Yarra River and improve the accessibility and amenity of the River corridor as a significant public open space*
(b) *To capitalise on the northerly aspect and proximity to public transport, while protecting and maintaining the recreational use of the river corridor.*
(c) *To enhance the landscape character of the river corridor and to ensure that the natural vegetation character is integrated into new development.*
(d) *To minimise the impact of building massing and siting when viewed from within the river corridor and ensure a vegetation dominated setting along the River edge,*
(e) *To improve natural surveillance, general safety and public accessibility of public space within the River corridor while maintaining the environmental qualities or the corridor.*

Traffic and Access

(f) *To improve the pedestrian environment along main roads, within the Precinct and along the River corridor, particularly at the intersection of Victoria Street with Burnley and Walmer Streets.*
(g) *To encourage the use of public transport, cycling and walking for access within the Victoria Street Precinct and between it and other parts of Melbourne.*
(h) *To provide for adequate access to, from and within redevelopment sites that contributes to the development of an integrated pedestrian and cycling network within the Precinct.*
(i) *To reduce vehicular traffic conflicts with tram services in Victoria Street without the requirement of future road widening.*

Provision of infrastructure

(j) *To develop and improve existing infrastructure in and around the Precinct, including parklands on both sides of the River and community infrastructure.*
(k) *To ensure new development contributes to the provision of appropriate physical and social infrastructure to support the change of uses in the Precinct.*

Land use, activity and development opportunities

(l) *To facilitate a mix of land uses appropriate for land forming part of the Victoria Street Major Activity Centre.*

(m) *To maximise opportunities for new development on former industrial sites and other disused sites while protecting the amenity of the surrounding area and enhancing the landscape character of the River corridor.*

(n) *To provide for higher intensity residential development within the Major Activity Centre where this will not be discordant with the built form and amenity of residential areas to the west and south of the Precinct.*

(o) *To protect existing industrial activities in the Industrial 1 Zone adjacent to the Precinct, while supporting opportunities for a shift from industrial activity to business activity within the Precinct.*

(p) *To create new local employment opportunities and protect existing ones, especially in the nearby CUB precinct*

(q) *To encourage the relocation of dangerous industry from the area south of Victoria Gardens and encourage more appropriate redevelopment as a transition between Victoria Gardens and residential areas.*

Urban Design and Built Form

(r) *To relate the siting scale bulk and massing of new development to the distinctive landscape and ex-industrial character of this section of the Yarra River Corridor*

(s) *To encourage high quality urban design and architecture throughout the precinct which contributes to the public realm, including the Yarra River corridor and street scapes.*

(t) *To ensure that the development or redevelopment of this precinct protects the character and amenity of neighbouring residential areas.*

(u) *To ensure access to sunlight and amenity is maintained in public spaces and that sensitive community facilities are protected from overshadowing and other detrimental impacts –*

(v) *To protect views to important landmarks, such as the 'Skipping Girl' sign.*

Clause 22.12 – Public open space contribution

155. The public open space contribution requirements do not apply as a Section 173 Agreement (executed in 1997) already required payment of the public open space contribution for this site. Payment was made in September 1999.

Clause 22.16 (Stormwater Management (Water Sensitive Urban Design)

156. Clause 22.16-3 requires the use of measures to "improve the quality and reduce the flow of water discharge to waterways", manage the flow of litter from the site in stormwater and encourage green roofs, walls and facades in buildings where practicable.

Clause 22.17 (Environmentally Sustainable Design)

157. This policy applies to (as relevant) the development of a non-residential building with a gross floor area of more than 100sqm and or residential buildings with 2 or more dwellings. The overarching objective is that development should achieve best practice in environmentally sustainable development from the design stage through to construction and operation. The considerations are energy performance, water resources, indoor environment quality, storm water management, transport, waste management and urban ecology.

Planning Scheme Amendments

Amendment C269 - Rewrite of local policies

158. Amendment C269 proposes to update the local policies in the Yarra Planning Scheme by replacing the Municipal Strategic Statement (MSS) at Clause 21 and Local Planning Policies

at Clause 22 with a Municipal Planning Strategy and Local Policies within the Planning Policy Framework (PFF), consistent with the structure recently introduced by the State Government.

159. The amendment was on public exhibition between 20 August 2020 and 4 December 2020. Amendment C269 was adopted by Council on 3 August 2021 and was heard at a panel hearing in October 2021. The panel report was released in January 2022.

160. At a Council meeting on 19 April 2022, Council resolved to refer the Amendment to the Minister for approval, with some changes to Council Officer recommendations. These amendments included alterations to wording within Clause 11.03-1L, Activity Centres, and Clause 15.01-2L, Building Design.

161. The new clauses are largely reflected in current planning policy, which is generally not contradictory to the proposed re-write of Clauses 21 and 22. However, as this amendment is now a 'seriously entertained' planning proposal, a summary and brief assessment of the relevant policies to the proposal is provided in the table below. This assessment confirms that the proposal is consistent with the new policies, with the exception of the affordable housing policy.

Proposed C269 Local Policy reference	Brief Assessment
Clause 02.03-2 – Environmental and landscape values	The proposal addresses policies relating to the protection of the significant natural environment, landscape values and cultural heritage of the Yarra River under 'significant landscape'. The policy also seeks to improve and manage pedestrian and cycling access to Yarra's water corridors, which is also sought by the CDZ1 controls.
Clause 02.04 – Strategic Framework Plan	The Site is formally identified as being located within the Victoria Street Major Activity Centre (MAC), which is also reinforced by the CDZ1 zoning of the land.
Clause 11.03-1L – Activity Centres	The proposal will provide additional dwellings, which will help support the vibrancy of the Victoria Street MAC.
Clause 11.03-6L – Victoria Street East Precinct	Relevant policy considerations of this clause are addressed in the assessment section of this report.
Clause 12.03-1L – Yarra River, Darebin and Merri Creek Corridors	The objective of this clause is to recognise the strategic importance of the Yarra River and Darebin and Merri Creek corridors as multi-functional open spaces and protecting and enhancing their environments. This objective and strategies are generally reflected under existing controls affecting the Site, which are addressed throughout the assessment section of this report.
Clause 13.07-1L – Interfaces and Amenity	The policy aspirations of this clause is addressed under the off-site amenity and on-site amenity assessments below.
Clause 15.01-1L – Urban Design	Built form and design is discussed extensively in the officer assessment below, which concludes that the proposal exhibits high quality architectural and urban design.
Clause 15.01-2L – Building Design	Built form and design is discussed extensively in the officer assessment below and concludes that the proposal exhibits high quality architectural and urban design.
Clause 15.02-1L – Environmentally	The proposal, whilst not being zero carbon, is considered to achieve ESD Excellence. This is discussed under the on-site

Sustainable Development	amenity section of this report.
Clause 16.01-2L – Housing affordability	The proposal provides a mix of studio and one and two bedroom dwellings in a development that has a 'build to rent' operation, which has the potential to positively contribute to housing affordability.
Clause 18.02-1L – Sustainable Transport	The provision of extensive bicycle facilities and reduction of car parking proposed will ensure this policy is met.
Clause 18.02-4L – Car Parking	The proposal seeks a reduction of the car parking requirements to reduce reliance on private vehicle usage. A car parking management plan has been included in the officer recommendation.
Clause 19.03-2L – Development Contributions	This is addressed via a note for the development plan.
Clause 19.03-3L – WSUD	The proposal is consistent with this policy, as outlined in the submitted Sustainable Management Plan. Implementation is required by a condition of the development plan.
Clause 19.03-5L – Waste	Waste management is discussed in the assessment section below and addressed via a Waste Management Plan that will be implemented by condition of the development.

Advertising (and display)

Development Plan

162. Section 15 of the CDZ1 requires a development plan to be displayed for public comment for a period of between 14 and 28 days. The Responsible Authority must take account of any public comments received in response to the plan, however there are no third party rights of review (appeal rights) associated with this process.

163. The original development plan was put on display on 9 May 2022 for a period of 28 days, with notification sent by mail to 320 owners and occupiers surrounding the site, and by the placement of eight (8) site notices around the perimeter of the site.

164. At the time of writing, 88 public comments had been received in the form of individual letters/submissions. The public comments raised the following issues:

Supportive comments

(w) The site needs a large development to encourage inner city living with less reliance on cars.

Submissions raising concerns
Built form and design

(x) Overdevelopment of the Site (greater intensity than previous approval);

(y) Inappropriate interface to the river environment;

(z) Inappropriate density of development;

(aa) Excessive height, bulk, scale and mass (should not be increased from previous approval);

(bb) Exceeds three storey height limit along the river;

(cc) inadequate setback from adjoining buildings;

(dd) inadequate setback from riverfront;

(ee) poor design detailing;

(ff) Excessive scale adjacent river environment;

(gg) does not respect the established neighbourhood character;

Amenity

(hh) overlooking / privacy;

(ii) overshadowing open space and Yarra River;

(jj) overshadowing adjoining development;

(kk) restricted outlook from existing dwellings to the north and south of the site;

(ll) light spill to surrounding residential properties, including from common areas;

(mm) noise impacts from intensive residential use of the site, including from roof terraces and sports court;

(nn) Outdated acoustic data from 2016 relied on in the acoustic report;

(oo) The proximity of the electrical substation to adjoining apartments from a visual and acoustic impact perspective;

(pp) Noise and pollution impacts to the nearby child care centre (Yarraberg) and nursing home (Riverside House);

Landscaping and open space

(qq) Adjoining apartments have right to use and access communal open space area at northern end of the Site;

(rr) Views to the river through the Site are not provided per the CDZ requirements;

(ss) Loss of open space (preference to turn the Site into a park);

(tt) Negative impacts on the riverine ecosystem and biodiversity;

(uu) Loss of the existing communal open space and associated landscaping (used and maintained by and at the cost of residents of adjoining apartments for over 20 years) on the northern portion of the Site and associated loss of visual amenity;

(vv) insufficient open space for residents

(ww) insufficient landscaping/trees to soften the built form;

(xx) roof terraces as a poor substitution for ground level open space;

(yy) oppose the provision of a fenced sports court in the northern open space of the Site;

(zz) Removal of existing trees, particularly from northern communal open space (approx. 22) and native species;

(aaa) Removal of trees beyond the title boundaries;

(bbb) Erosion issues from loss of riverbank vegetation;

(ccc) No replacement of existing mature trees south of the cul-de-sac to be removed;

(ddd) inadequate pedestrian / cycling links;

(eee) inappropriate landscaping interface with river environment;

(fff) Building 4 and 6 too close to Annette's Place;

(ggg) Impact on cycling safety along nearby bicycle trails;

(hhh) New landscaping to be indigenous;

(iii) 20m riparian buffer required either side of the Yarra River;

Access, traffic and transport related matters

(e) Access to courtyard apartments is constrained by basement access location;
(f) traffic surveys taken from 2016 in the traffic report are out dated;

(g) unsafe pedestrian conditions at the access point to the Victoria Gardens complex and crossing River Boulevard generally, which will be exacerbated by the development.

(h) Insufficient car parking for the dwellings and visitors to the Site, which is profitable to the developer;

(i) Lack of on-street car parking availability for residents and visitors in the area;

(j) Need to future proof basement for electric vehicle infrastructure;

(k) increased traffic congestion affecting operation of Victoria Street, River Boulevard, Christine Crescent and Elaine Court, particularly during peak periods;

(l) Inadequate road infrastructure to support the additional vehicle traffic.

(m) inadequate public transport capacity to service the development;

(n) traffic impacts from linking River Boulevard and River Street;

(o) Unclear provision / access for service and emergency vehicles and removal of emergency egress for courtyard apartments;

(p) Existing on-street car parking is poorly policed;

ESD

(q) The proposal will contribute negatively to urban heat island effect;

Social impacts

(r) Health impacts from loss of trees;

(s) The proposal creates a gated community;

(t) The dwellings could be for public housing;

(u) Café's are poorly located for activation purposes;

(v) Build to rent typology is out of character with surrounding housing typologies;

(w) Oversupply of 1 and 2 bedroom apartments typologies in the area.

(x) Lack of accommodation for families due to only 1 and 2 bedroom apartments proposed.

(y) The proposal detracts from the social, community and cultural aspects of the precinct, including Annette's Place;

(z) Reduced public access to the parklands;

Other matters

(aa) Potential flooding risk over the land;

(bb) Potential soil contamination on the Site (former Vickers Ruwolt factory;

(cc) The riverbank should not be considered part of the Site and instead the boundary taken from the top of the river bank, per *Land Act*;

(dd) The plans on notice were incorrectly described as seven storeys;

(ee) Adjoining apartments were marketed for sale with access to courtyard (northern communal open space)

(ff) Loss of emergency access provided by northern communal open space on the Site;

(gg) Insufficient infrastructure in the area to support the additional dwellings;

(hh) Inconsistent with Yarra River Corridor Strategy, Yarra Climate Action Plan and *Yarra Protection Act 2017*;

(ii) Inconsistent with Yarra River Protection controls within the Yarra Planning Scheme (VC121, GC48);

(jj) Council should purchase the land for open space;

(kk) general disturbance from construction activity;

(ll) reduced security to surrounding residents;

(mm) loss of views;

(nn) reduction in property values;

(oo) Consultation requested with the Birrarung Council statutory body;

(pp) Insufficient time to provide comment on the development plan (requests for additional time refused);

165. No consultation meeting was held.

Notification specific to the CDZ1 controls

166. In addition to the aforementioned display of the development plan and the notification of the planning permit, Council also notified a number of other external organisations, particularly for which the decision guidelines of the CDZ1 require consideration. These include:

(jjj) Transport for Victoria - comments provided;

(kkk) Melbourne Water - conditions recommended;

(lll) Parks Victoria and Department of Environment, Land, Water and Planning ("DELWP", recently restructured as Department of Transport and Planning) -comments provided; and

(mmm) City of Boroondara - no response received.

167. Notice of the original and amended development plan documents was provided to the above organisations. Comments (where received) have been included as attachments to this report and considered in the assessment below.

Planning permit

168. The original application was advertised pursuant to Section 52 of the *Planning and Environment Act* 1987 ("the Act"), with concurrent notification (with the development plan) sent by mail to 320 owners and occupiers surrounding the site, and by the placement of eight (8) site notices around the perimeter of the site. A total of 65 objections were submitted in response to the original application.

169. Objections received to the Planning Permit can generally be summarised as follows:

(nnn) Unrealistic assumptions about the transport needs of future residents;

(ooo) inadequate visitor parking;

(ppp) inadequate off-street car parking;

(qqq) Car parking requirement should be met on-site;

(rrr) traffic surveys taken from 2016 are out dated;

(sss) Increased peak hour traffic congestion;

(ttt) No parking permits to be issued to residents;

(uuu) reduction of available on-street parking; and

(vvv) Increased traffic congestion on surrounding road network (Victoria Street, Christine Crescent, Elaine Court and River Street).

170. No consultation meeting was held.

Amended documents

171. No further public display of the amended development plan documents or notice of the amended planning permit application was undertaken due to changes resulting in an overall reduction of built form/dwelling density, improved landscaping and public access outcomes and no further reduction of car parking. A link to the amended documents were circulated to all persons that made a comment or objection on the development plan and planning permit as part of the PDC meeting invitation correspondence on 10 February 2023.

Referrals

Internal Referrals

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

(a) Open Space (City Strategy) Unit.

(b) Streetscapes and Natural Values Unit.

(c) Engineering Unit.

(d) Strategic Transport Unit.

(e) City Works Unit (waste).

(f) ESD Advisor.

(g) Urban Design Unit (internal).

(h) Urban design consultant (MGS Architects).

(i) Wind Consultant (VIPAC Consultants).

(j) Acoustic Consultant (SLR Acoustic Consultants).

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

OFFICER ASSESSMENT

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

(a) Introduction.

(b) Built form and design.

(c) Pedestrian connectivity.

(d) Tree removal and landscaping.

(e) Off-site amenity impacts.

(f) On-site amenity.

(g) Traffic and transport.

(h) Land subject to inundation.

(i) Other matters relevant to the development plan.

(j) Public comments to the development plan.

(k) Planning permit (reduction of the CDZ1 car parking requirements).

(l) Objector concerns (Planning Permit).

Introduction (general / policy considerations and existing development plan approval context)

General / policy considerations

175. The purpose of the CDZ1 is to encourage the comprehensive redevelopment of land on the south side of Victoria Street between Burnley Street and the Yarra River. The comprehensive redevelopment is to encourage a mixture of office, retail, entertainment, commercial, residential and ancillary land uses, as well as seeking to protect the landscape character of the area, allow better pedestrian access to the river environs and improve the amenity of the surrounding area (including safety, overshadowing and pedestrian amenity).

176. The guidelines for approving development plans at section 15 of the CDZ1 will be used to frame the following section of the assessment. Within these guidelines are urban design guidelines forming (UD GUIDELINES), an incorporated document within the Yarra Planning Scheme and therefore given statutory weight. The UD GUIDELINES establish site specific guidelines and broad design principles to be considered when assessing a development plan.

177. Along with the UD GUIDELINES, the CDZ1 requires consideration of the views of Melbourne Water, VicRoads (Transport for Victoria) and Parks Victoria.

178. Melbourne Water comments received will be addressed under the land subject to inundation section of this assessment. VicRoads comments will be addressed throughout the 'traffic/parking' section of this assessment. In addition, Parks Victoria comments will be discussed throughout various assessment sections below.

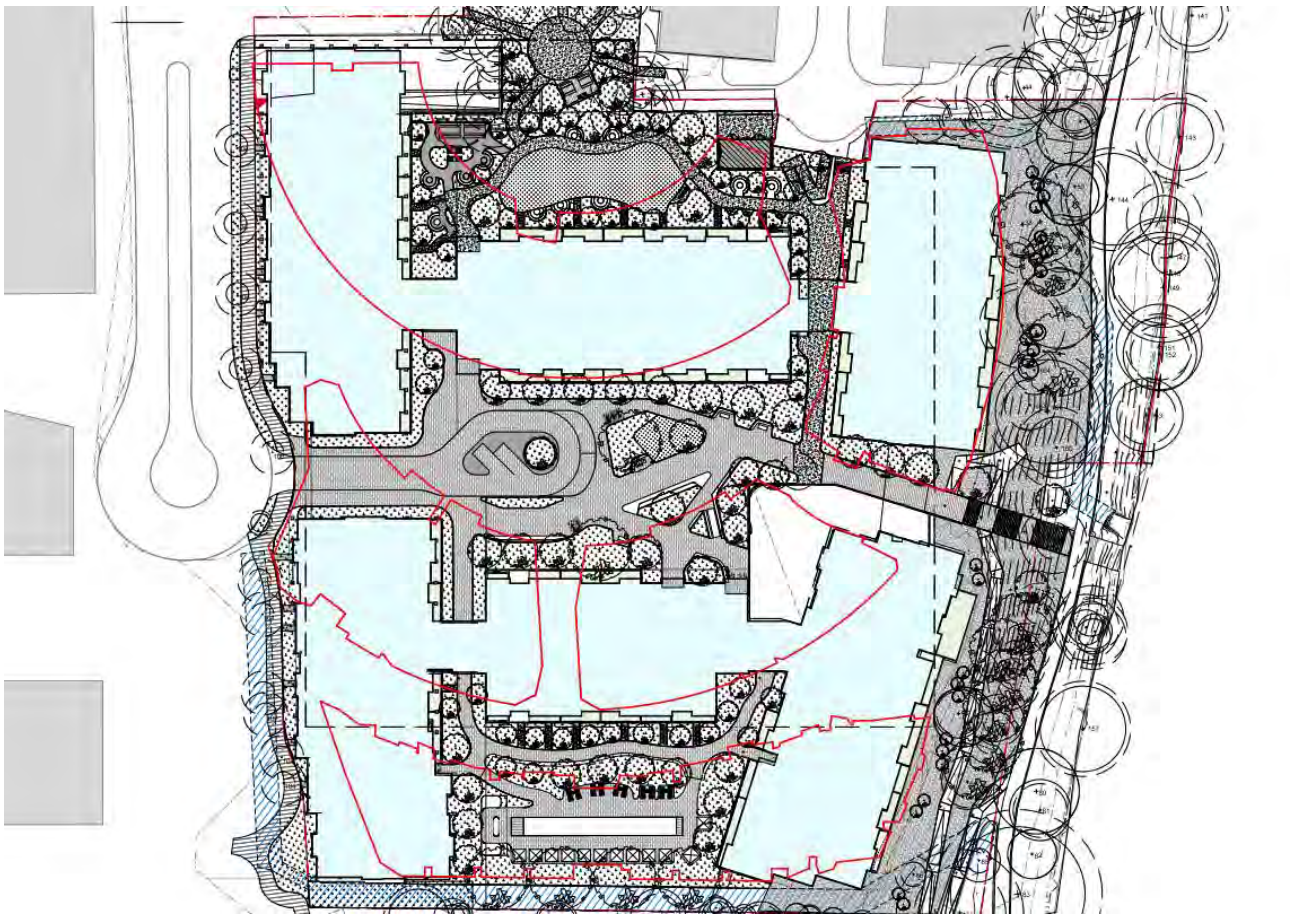
179. The UD GUIDELINES also references *The Good Design Guidelines for Medium Density Housing 1995.* This document has now been superseded by the Apartment Developments Objectives and Standards outlined in Clause 58 of the Scheme, which will be used as guideline for on-site amenity assessment.

180. Along with the above policies and guidelines and clause 22.10 of the Scheme, the Victoria Street East Precinct Policy at clause 22.11 of the Scheme provides both precinct specific and site specific guidance for the site and the surrounding area. This policy will also be considered throughout this assessment, together with relevant PPF and LPPF policies.

Existing Development Approval Context

181. A summary of the approved development (ref. PL10/0156) and its corresponding planning permit application for a reduction of the car parking requirements is provided in the background section of this report. This development also proposed a residential development between 5 – 8 storeys under the same building height controls that apply to the Site at present.

182. To help understand the differences in the siting of buildings and public links, the Applicant has prepared a diagram that compares the approved and proposed schemes shown in the image below.



Images: Comparison of the ground floor footprint of the approved development plan (PL10/0156) and proposed development. *Source: Application documents.*

183. A comparison of key quantitative details of the approved and proposed development plan is provided in the table below.

Component	Approved	Proposed	Difference
Studio	-	32	+32
1-bedroom	194	213	+19
2-bedroom	248	228	-20
3-bedroom	37	-	-37
Total dwellings	479	473	-6
Communal (internal)	300sqm	1575sqm	+1275sqm
Communal (external)	0	Approx. 2000sqm	+2000sqm
Bicycle spaces	218	527	+309
Car parking	548	201	-347
Site coverage (building footprints)	6612sqm	6446sqm	-166sqm
Site coverage (building footprints and hard surface areas)	(Approx 1800sqm Hard Surface) 8412sqm	(Approx 1500sqm Hard Surface) 7946sqm	(-300sqm) -466sqm
Gross floor area	43,250sqm (above ground)	39,310sqm (above ground)	-3940sqm
Landscape areas	5,588sqm	6,054sqm	+466sqm

184. Comparisons of the approved and proposed development plan will be made throughout the assessment below, particularly given the approved development plan remains valid (there is no stated expiry).

Built form and design

185. Contextually, the site is located at a sensitive environmental interface with the Yarra River. The site also enjoys an inner-city locale and has been earmarked for extensive redevelopment by virtue of the Comprehensive Development Zone and identified in Council's MSS as a strategic redevelopment site (clause 21.08-9). The interface with the Yarra River establishes, in part, some contextual constraints on a reasonably unencumbered or 'clean slate' site. This section of the report assesses the development plan in relation to its built form scale, siting and design and its fit within the sensitive Yarra River environs.

Building Height

186. The subject site is affected by mandatory maximum building height controls outlined in the Building Envelope and Precinct Plan (BEPP) included in the UD GUIDELINES. Section 17.0 of the CDZ1 states that '*building or works must not exceed the height above the Australian Height Datum for any particular site as shown on the Victoria Gardens Building Envelope and Precinct Plan and Precinct 3 Plan – Warehouse Area incorporated in this Planning Scheme'*.

187. The height controls do not apply to:

    (a) *the height of architectural features, building services, electronic media antennas, flagpoles, lighting poles, fences and signs approved under Part 22 of this Schedule.*

    (b) *limited built form projections in the 'height projection area' shown in Precinct 2 which project above RL31 height limit but which do not exceed RL37 and do not exceed 10% of the precinct height projection area.*

188. The applicant has overlayed the title boundaries of the Site over the BEPP showing the building height project, which identifies the different height limits spatially across the Site (refer to image below).

189. It is noted that the building height projection area that affects the Site is approximately 9653sqm but the overall building height projection area extends beyond the title boundaries to the east for an overall area of approximately 10,500sqm. Accordingly, a building envelope area of no more than 1050sqm can be constructed up to RL37.



Image: Building Envelope and Precinct Plan overlayed with Site boundaries and building height projection area outlined in CDZ1. *Source: Urban Context Report, prepared by Bates Smart.*

190. The table below depicts the building height of each building in storeys and metres.

Building number	Storeys	Building height (excl. plant)*
Building 01	6 storeys	31.2m AHD or 19.4m
Building 02	6 storeys	30.53m AHD or approx. 20m
Building 03	5 storeys	27.7m AHD or 17m
Building 04	8 storeys	37.24m AHD or 25.4m
Building 05	6 storeys	30.53m AHD or 19m
Building 06	5 storeys	27.7m AHD or 17m

* Measured at the top of the parapet for Buildings 01, 02, 04 and 05 and the roof terrace balustrade of Buildings 03 and 06.

191. The applicant has sought to use the building height projection area for Building 04. Levels 6 and 7 of this building each have a floor area of approximately 965sqm. This equates to 9.9% of the building height projection area affecting the Site and 9.2% of the total building height projection area, which includes land within the road reserve of River Boulevard. As a result, the proposal falls below the maximum area allowed for a building height projection under Section 17.0 of the CDZ1.

192. Building 03 and 06 with a height at 27.7m comply with the RL29 height limit for built form adjoining the Yarra. Similarly, Buildings 02 and 05 with heights of 30.53m will comply with the RL31 requirement for the balance of the Site.

193. The architectural plans have not shown the parapet level reference on the elevations/sections. The levels provided are to the top of the ceiling slab on the upper most levels and do not include the building parapet. As a result of this, Buildings 01 and 04 have heights to parapets of 31.2m and 37.24m, which exceed mandatory height controls outlined on the BEPP by approximately 200 and 240mm respectively. A condition has been included to ensure that both of these buildings are reduced in height to no greater than 31m AHD and 37m AHD respectively a detailed survey plan will also be required to ensure compliance with the mandatory height control.

194. Subject to conditions, the proposal will satisfy the mandatory building height controls. The following section will discuss the appropriateness of the scale, massing and siting of each building, having regard to each interface to the Site.

Scale, massing and siting

Eastern interface (Yarra River Environs)

195. Building 03 and 06 have been sited and designed to front the Yarra River corridor. From a siting perspective, Building 03 will be setback between 2.4m and 4.8m from the top of the Yarra River embankment. Building 06 will be setback between 2.2m and 4.5m, with the exception of a small section of the southeast corner which sits as close as 1.6m to the top of the embankment.

196. Design Element 1 (Setbacks, building envelopes and height limits) of the UD GUIDELINES allows built form to be built to up to 50% of the eastern boundary (embankment) length with a minimum 2m setback for the remaining 50%. The proposed building siting will comfortably achieve this siting requirement. Notwithstanding this, a condition has been included to ensure the ground level 'balconies' (private open space) for apartment 3.00.010 and 6.00.005 are setback a minimum of 2 metres from the top of the embankment to create a continuous landscaping treatment at this interface.

197. Both buildings adopt a 3 storey base (21.64m AHD to the balustrade) with two upper storeys setback approximately 2.3m – 3.4m. Recessive roof terraces are also located at the top of each of these buildings. The maximum height of these buildings will be 27.7m AHD measured at the top of the roof terrace balustrades (or 26.6m at the parapet).

198. The UD GUIDELINES, at Design Element 1, also sets out that building facing the river should not be more than three storeys in height (or RL 25). This also needs to be tempered against the height controls specified on the BEPP which allow for heights up to RL 29 at this river interface. Greater weight will be placed on the statutory controls of the BEPP than the height limits of the UD GUIDELINES, particularly given the approved development plan features built form fronting the river at 26.7m AHD.

199. The proposed design response features 3 lower levels with the two upper levels recessed, presenting a suitable design response to the sensitive Yarra River interface.



Image: Extract of the eastern elevation. *Source: proposed plans, prepared by Bates Smart.*

200. The UD GUIDELINES seek continuous wall lengths fronting the Yarra River to not exceed 10 metres without a step, an offset or distinct break in unit length. The proposal achieve this due to the high degree of articulation exhibited by Buildings 03 and 06 through the following:

    (a) The modular nature of balconies and habitable rooms of each apartment, spanning no greater than 4.5 metres in width before a break or setback separates the next module;

    (b) Recessive upper levels (2.4m – 3.4m setback);

    (c) The use of high-quality external materials that are responsive to the landscape character of the Yarra River corridor for the lower three levels (discussed further below under architectural quality);

    (d) Visual bulk of upper levels tempered through extensive glazing, which contrasts from the more solid lower level façade treatment; and

    (e) The two buildings to have a minimum separation distance of 14.5m to create a generous break for public access.

201. Council's urban design consultant has not raised specific concerns regarding the scale, massing and siting of Building 03 and 06 in relation to its interface to the Yarra River. However, they have recommended that more landscaping be incorporated into the design through greater use of planters at the Level 3 terrace and roof terraces edges facing the Yarra River. This will be required by condition.



Images: Perspectives of Building 03 and 06 (left) and Building 03 viewed from the Main Yarra Trail. *Source: Application submission*

202. Whilst the proposed massing adjacent the Yarra River corridor is greater than the previously approved development plan (refer to comparison diagram above), the proposal still maintains substantial landscaping opportunities between Buildings 03 and 06 and the Main Yarra Trail. It should be noted that views and vistas of the Site when traversing the Main Yara Trail are dynamic due to the trail following the curvature of the river. This ensures that views to the Site change at each point along the way. To highlight this, the below perspectives show an artists impression of the proposed built form viewed along the Main Yarra Trail, which is reads as secondary due to the combination of retained and proposed landscaping filtering views. As a result, it is considered the proposed buildings will sit comfortably within the Yarra River environs, sought by various policies in the Scheme (eg. CDZ1, UD GUIDELINES and Clauses 12.03-1S and 12.03-1R).

Western interface (River Boulevard)

203. The guidelines of the CDZ1 and the UD GUIDELINES, at Design Element 1, seek built form that will complement and enhance the character and appearance of the surrounding area and achieve an appropriate building scale transition with the surrounds. No specific setback or massing guidelines for built form fronting River Boulevard is contained within UD GUIDELINES.

204. Buildings 01 and 04 that front River Boulevard are in line with the statutory height controls (subject to conditions discussed above) and also successfully keep the higher built form elements away from the river environs. The proposed development adopts a sensible massing transition running north to south along River Boulevard, consistent with the UD Guidelines. This will be experienced by the following:

    (a) The existing five storey apartment building at 15 River Boulevard to the north of the Site;

    (b) The proposed six storey building (Building 01) in the north-west corner of the site;

    (c) The eight storey building (Building 04) at the southwest corner, then reducing to three storeys adjacent to Annettes Space. This ensures that the building heights along the west title boundary respect the character of the wider area and

    (d) Levels 6 and 7 of Building 04 are setback 10 metres from the southern side of the lower levels to further transition scale toward Annettes Place public open space.



Image: Perspective showing transition of existing and proposed buildings along River Boulevard viewed north of the Site. *Source: Urban Context Report, prepared by Bates Smart.*

205. The proposed buildings will also complement the robust scale and massing of the approved 6-12 storey mixed use development on 10 – 20 River Boulevard (ref. PLN16/1156), immediately west of the Site. The section of this land adjoining site features a 6 storey building form (refer to endorsed east elevation below).



Image: Endorsed eastern elevation of the approved mixed use development at 10-20 River Boulevard (separation between 6 storey and 12 storey form fronting River Boulevard shown in red). *Source: Endorsed plans of PLN16/1156.*

206. The break created by the central public link between Building 01 and 04 of at least 13 metres will ensure the mass is not continuous or overbearing along River Boulevard.

207. From a siting perspective, it is noted that the 6 storey section of the approved building at 10-20 River Boulevard is setback intimately (0-3m) setback from River Boulevard, while the existing apartment building at 15 River Boulevard is setback 3 metres from the frontage. The intimate siting of Building 01 and 04 with the River Boulevard frontage is there considered to appropriately complement the built form character within the Victoria Gardens comprehensive development area. The ground floor of each building is recessed beyond upper levels slightly to allow for greater landscaping opportunities.

Northern interface

208. Again, there are no specific setback or massing guidelines for built form presenting to the northern interface within UD GUIDELINES. Therefore, managing amenity impacts, such as bulk, overlooking and outlook to the northern adjoining apartments is the primary consideration for this interface.

209. The Site has highly irregular boundaries to its northern interface. As a result, the proposed buildings have varied setbacks from the northern boundaries ranging between 4.4 – 5m (Building 01) to >14m (Building 02). The image below seeks to illustrate the varied setbacks.

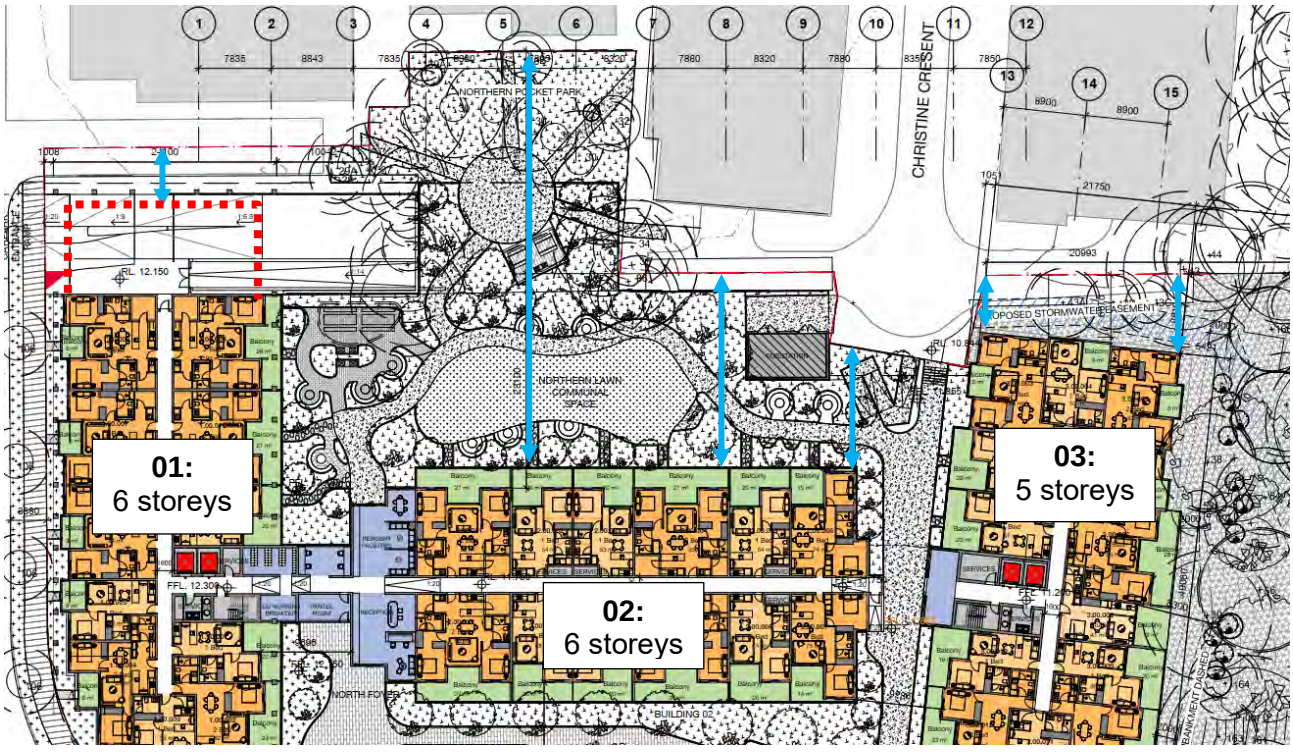


Image: Markup of the proposed ground floor plan illustrating the varied setbacks from the northern boundary. *Source: Application documents.*

210. The varied northern boundary setbacks also result in varied building separation distances from the northern adjoining apartment buildings ranging between 7.8 metres – 8.9m (Building 01) to >27m (Building 02).

211. The building separation for Building 01 is the only instance where separation is less than 9 metres. However, an appropriate separation outcome is achieved for the following reasons:

    (a) The width of the building within 9 metres is limited to no more than 24 metres, which is modest when considering the Site has a developable width of approximately 125 metres;

    (b) A condition has been included to increase the setback and building separation of apartment 1.01.009 to match the setback of Levels 2-5.

    (c) Levels 2-5 achieve only marginally less than the 9 metre (8.7m – 8.9m) separation distance from adjoining balconies and at least 10.3m to the external wall/windows of 15 Riverside Boulevard. As a result, daylight to adjoining windows is expected to be maintained at an appropriate level, having regard to the southern aspect of the Site; and

    (d) No overshadowing will occur to adjoining habitable rooms windows or balconies due to the southern position of Building 01.

212. Building 02 and 03 provide generous building separation (>11m) to the adjoining apartment buildings to the north of the Site. Furthermore, the proposed development results in an overall net reduction of building mass adjacent the northern boundaries of the Site when compared with the approved development plan, despite a modest increase in mass adjacent the north west section of this interface (refer to the comparison plan above).

213. Significant open space areas are also maintained adjacent the northern interface, including a renewed northern pocket park (that is currently and will continue to be enjoyed by the adjoining apartment building occupants) and northern lawn communal open space for the development.

Southern interface (Annettes Place)

214. The southern interface to Annettes Place is important to consider due to the variety of public realm vistas to the Site available to users of this neighbourhood park.

215. The BEPP shows a 5m wide ‘landscape buffer’ adjacent this interface. Section 12 of the CDZ1 outlines the discretionary nature of this control and guidelines for assessing the provision of a landscape buffer. In this instance, the proposal adopts a minimum 4m setback from the southern boundary to provide a landscape buffer adjacent the southern boundary. The western (Building 04) and eastern (Building 06) buildings are located more intimately with the southern boundary (4m – 7.6m), while the central building is setback generously (>30m). Visual massing at this interface is also managed through a minimum 42m separation distance between Building 04 and 06.



Image: Perspective of Building 04 viewed from Riverside House driveway, south of the Site (the western edge of Annettes Place is on the right side of the image. *Source: Urban Context Report, Bates Smart.*

216. The proposed building setbacks are sufficient to ensure all existing trees within Annette's Place will not be impacted subject to appropriate management during construction. The amended proposal shows the basement setback approximately 30m from the southern boundary to provide extensive deep rooted soil opportunities to accommodate four (4) large canopy trees in the 'lagoon' communal open space area between Buildings 04 and 06. This has generally addressed the original concerns from Council's open space unit regarding insufficient landscaping at this interface. Accordingly, the intent of the landscape buffer requirement of the BEPP is considered to be satisfied by the proposal.



Image: Extract from the proposed Tree Diagram, showing four large canopy trees adjacent the southern boundary. *Source: Landscaping plans, prepared by Arcadia.*

217. Council's urban design consultant originally raised concerns regarding the visual interest/engagement of Building 04 when viewed from Annettes Place. In response, the applicant has submitted sketch plans dated 15 November 2022 that seek to introduce Juliet balconies to the flanking south walls of SW and SE of building 04. This response has been accepted by Council's urban design consultant and will be required by condition. In addition to these changes, a condition will be include to incorporate south facing windows to the bedrooms of apartments 4.06.003 and 4.07.003 to increase visual interest to these otherwise blank walls visible from the public realm (refer to markup of the image below).



Image: Proposed southern elevation sketch plan showing introduction of Juliet balconies on Building 04
Source: Applicant sketch plans dated 15 November 2022.

218. The overshadowing impacts to Annettes Place is assessed under the off-site amenity section below.

Heritage and landmarks

219. The site is not affected by a Heritage Overlay, however the site is identified as being of Aboriginal cultural heritage significance. These matters have been set out in the Planning Policy section of the report.

220. Considering the identified Heritage Overlays within the Scheme, the closest landmark or site of any heritage quality is the Victoria Bridge. The bridge is positioned approximately 117 metres to the north-east of the proposed development and links Victoria Street with Barkers Road in Kew. Victoria Bridge is listed on the Victorian Heritage Register (H374).

221. As the proposal is separated from the bridge by the existing office and residential development in the north-east corner of the Victoria Gardens CDZ1 area it is considered that, the proposed residential development is appropriately distanced from the bridge to not impact its heritage significance. Importantly, the proposed development will not impede views to the bridge from the Capital City Trail or along the length of Victoria Street or Barkers Road.

222. The north side of Victoria Street (segment bound by the Yarra River and Burnley Street) is affected by four Heritage Overlays. The overlays affect the skipping girl neon sign (651 Victoria Street), the former Alma Woolworks complex (633 Victoria Street), Former Handley & Tilley Building (655 Victoria Street) and the former Crusader Plate building (651-653 Victoria Street). As the proposed development is positioned in the southern end of the Victoria Gardens site (more than 150 metres to the south-east of these Heritage Overlay affected properties), the proposal will not impact the heritage significance or contribution of these heritage buildings and landmarks. Further, the siting of the development will not unreasonably obscure views to the iconic skipping girl sign, which is also an identified as the closest landmark (landmark sign) to the Site in clause 22.03 of the Scheme.

Architectural quality

223. Policy at clause 15.01-2S encourages high standards in architecture and urban design, whilst clause 22.10 encourages the design of new development to respect (amongst others) the pattern, spatial characteristics, fenestration, roof form and materials in the surrounding area. A purpose of the CDZ1 is also to encourage a high standard of urban design. The CDZ1 guidelines also require consideration of the design of the roofscape and plant and equipment. Design element 2 (building form, materials and colour) encourages a variety of

architectural forms, roofscapes and façade treatment that reflect the architectural diversity of the surrounding area.

224. As noted earlier, an increasing degree of contemporary, mid-rise built form is emerging within the surrounding area (both the Victoria Gardens areas and surrounds that include nearby sections of Victoria and Burnley Street) in this section of the Victoria Street MAC. These developments typically provide robust designs, a balanced solid to void ratio to street walls with higher proportions of glazing at upper levels and flat roof forms. Examples are evident on the architectural design of the approved buildings at 10-20 River Boulevard and the approved development plan for the subject Site.

225. Whilst the proposed development incorporates six (6) buildings, the proposed architecture has been crafted through building pairs, which was described under the proposal description above. Each buildings style has been designed to respond to its unique interfaces (eg. more robust urban style to River Boulevard and a nature inspired material and colour palette for the buildings fronting the Yarra River.



Image: Nature inspired material palette / precedent images for the proposed 'River' buildings fronting the Yarra River. *Source: Urban Context Report, prepared by Bates Smart.*

226. Council's urban design consultant reviewed the architectural composition of each building and originally raised concerns with the quality of the façade treatments on the northern elevation of Building 01 and the southern side of Building 04. This was due to these elevations playing important gateway roles for the northern pocket park link and Annettes Place. Both elevations have been updated (north elevation via the amended plans and the south elevation via sketch plans) with changes to fenestration or balconies to improve the quality and visual interest to these facades. Council's urban design consultants original concerns raised have been satisfied with these changes, in addition to the windows requested by condition to add visual interest to the southern blank walls of apartments 4.06.003 and 4.07.003.

227. Having regard to the relevant urban design policies that apply to the Site, it is considered that the proposed development exhibits a high standard of architectural design for the following reasons:

    (a) Facades of each building style are composed of durable and high quality external materials. The different styles of each building appear also ensure the architectural experience by building occupants and the public visiting the Site is dynamic;

    (b) The proposed solid to void ratios and parapet roof forms complement the emerging contemporary building character evident in the surrounding area;

    (c) Each building is well articulated through modulation created by:

        (i) The interplay of balconies and habitable room windows associated with each apartment;

        (ii) Steps/setbacks incorporated into each elevation.

(iii) Façade depth created by exposed slab edges/façade systems;

(iv) Significant building separation between adjacent buildings/apartments;

(v) Recessive setbacks to Levels 6 and 7 of Building 04;

(vi) Recessive setbacks to Levels 3, 4 and the roof terrace of buildings 03 and 06;

(vii) Appropriately restrained variations of the external materials;

(d) Each building has been designed with balconies and windows extending along the full length of all visible elevations to ensure significant natural surveillance is afforded to River Boulevard, Christine Court, the Yarra River corridor and Annettes Place. This also includes the ground plane perimeter and public links throughout the Site;

(e) Building styles that are responsive to the different interfaces, including Buildings 03 and 06 featuring an external colour and material palette and composition that complements the natural setting of the Yarra River Corridor;

(f) Extensive landscaping is proposed throughout the Site using primarily indigenous species to enhance the appearance of the development and function of open space within (discussed further below);

(g) Vehicles access and car parking throughout the ground plane has been appropriately minimised at the ground plane by locating car parking within the basement;

(h) The public realm gestures throughout the Site significantly enhance connectivity between the Yarra River and surrounding areas (discussed in detail below);

(i) Fencing along external and internal boundaries for the Site have been designed sympathetically, subject to conditions discussed below;

(j) Services have generally been concealed from public realm views, with the exception of the proposed substation adjacent Christine Crescent and basement entry of the northern adjoining apartment building. A condition will be included to ensure the substation features a high quality exterior finish and detailed in the façade strategy (substation elevations not provided); and

(k) The rooftop plant equipment area for each building has been setback from the edge of the lower level and constrained in footprint to ensure they do no form prominent elements of buildings when viewed from all public realm vantages.

228. Overall, it is considered that the proposed building has been designed ‘in the round’ and will feature a high level of architectural quality and appearance.

229. A façade strategy will be required by condition to ensure that all external finishes for the facades are executed to Council’s satisfaction, including the provision of detailed images/samples of materials/finishes to ensure a high-quality finish is achieved. A further condition is recommended that requires the retention of Bates Smart for the life of the project.

Pedestrian connectivity

230. The CDZ1 envisages greater pedestrian links between the site and the Yarra River. The vision of the CDZ1 is to ensure that not only residents of adjacent development enjoy the river access, but that the public can benefit from increased accessibility and recreational opportunities. As the Site has a direct frontage to the Yarra River, it has an important role in contributing to this vision of the CDZ1.

231. Existing pedestrian paths adjacent the Site are as follows:

(a) East: Main Yarra Trail (Yarra River corridor).

(b) West: north-south footpath on the eastern side of River Boulevard. A pedestrian connection also runs along the northern edge of the adjoining BAE building at 40 River Boulevard, which links to David Street / Victoria Gardens shopping centre.

(c) North: Christine Crescent, footpaths either side. Pedestrian links to the northern pocket park that can be accessed via Christine Crescent and basement entry of 15 River Boulevard.

(d) South: private link to River Street, located on land known as 40 River Boulevard.

Proposed pedestrian connectivity

232. At the heart of the development is a central east-west link that provides public access from River Boulevard and the Yarra River / Main Yarra Trail. This plaza features stairs and a ramp connecting to the trail at the eastern end and a port cochere shared zone area with adjacent pedestrian access at the western end connecting to River Boulevard.



Image: Perspective of the east-west shared zone entry, viewed from River Boulevard (note this has not been updated to reflect the amended plans). *Source: Urban Context Report, prepared by Bates Smart.*

233. Public and private vehicle and pedestrian access throughout the Site is depicted in the image below, which also includes public access to the northern pocket park and Christine Court between Building 02 and 03 (in addition to the central link).

Referral comments regarding pedestrian connectivity

234. Council's urban design consultant and urban design and open space units have provided a range of recommendations to improve the quality of the proposed pedestrian connections. A number of design changes have been made to improve the quality of the central east-west plaza pedestrian link, discussed in the background section of the report. The outstanding recommendations/queries in relation to the amended plans are listed and assessed in the table below:

Referral recommendation	Officer assessment
Council's Urban Design Consultant	
Amend the plan to create a continuous high quality develop a contiguous 4m wide path from the Central Piazza to the eastern interface with the service lane extension of the River Boulevard.	The amended plans show a pinch point of 3.4m for the path adjacent the northeast corner of Building 04. The remainder of the path in this location will be >4m. A condition has been included in the recommendation to increase to 4m min. width.

Provide for an additional publicly accessible north-south path linking the northern pocket park through to Annette's Place during daytime hours with an agreed management plan.	The Site is approximately 120 metres in width at its southern end. River Boulevard/River Street and the Main Yarra Trail both provide north-south pedestrian connections adjacent the eastern and western sides of the Site.
Delete the line-marked provision of 2 car spaces and enhance the interconnectivity of north south pathways linking the Pocket Park North lobby, Central Plaza, Primary east west river and City path and southern amenity zone to the satisfaction of Council.	On balance, the retention of these two spaces is considered acceptable given it will assist in providing short term car spaces associated with drop off/pick up trips generated by the development. Ensuring the primary path is a minimum of 4m, as discussed above, will ensure appropriate pedestrian amenity is provided.
Demonstrate through the updating of the plans the clear wayfinding and demarcation between residential lobby and linkages and their configuration and the efficacy of the arrangements to the satisfaction of Council.	A wayfinding signage location plan is included in the Arcadia landscape plans. However, the signage strategy and detail is not provided. A condition has been included requiring a way finding strategy to be provided prior to approval.
Council's Urban Design Unit	
There is a secondary entrance to the apartments (Building 01) via a walkway alongside the vehicle entry. This has a pinch point at the north-west corner of the building, which hinders pedestrian/cyclist access (unclear of exact dimensions). The entrance to the apartment is recessed and will create a hiding spot. Recommend that this arrangement is reviewed.	Both of these concerns are addressed via condition.
The proposed port cochere is not supported from an Urban Design perspective. It is recommended that the vehicle access is removed so that this link provides a high quality and amenity pedestrian route, with good access and softer landscaping.	It is acknowledged that greater pedestrian amenity would result from the removal of the Porte Cochere. However, it is considered a practical intervention for the development to help support potential traffic generated from ride share vehicles. To offset this issue, the Port Cochere has been reduced from the original size and designed as a shared zone (no kerb). The shared zone design, combined with the pedestrian paths either side, is considered to provide appropriate pedestrian amenity. There is also no traffic engineering concerns with the design of the Porte Cochere.
Clarification required on where shade structures are proposed within the public plaza area (which need to be reviewed).	This matter will be addressed via condition.
Unclear on drawings how the edge will be treated for the Christine Crescent link	A 1.8m high palisade fence is proposed on the western side of the Christine Crescent. Trees and groundcover vegetation will also be proposed adjacent this link.
Is it possible to make the Northern Pocket Park more accessible from the Christine Crescent link?	The proposal seeks to maintain the existing northern, eastern and western access to this pocket park, which is accessed via common property/basement of 15 River Boulevard and 6 Christine Crescent. The southern connection is being removed, as this is an entry point to the northern lawn

	private communal open space area.
Maintenance responsibilities for any ramp structures needs to be clarified for the connection to the Main Yarra Trail	The ramp is expected to be maintained by the land owner, noting that a separate approval from Park Victoria will be required for the section of the ramp / stairs that extend beyond the title boundaries of the Site.
Council's Open Space Design Unit	
Further visual analysis is required for the switch back ramp, tree removal and new vegetation.	Stairs and a switch back accessible ramp connecting the Site to the Main Yarra Trail formed part of the approved development plan. As a result, a similar visual impact is expected, which will be softened by the proposed landscaping discussed below. Tree removal is also discussed below.
Northern pocket park: • Unclear how the northern pocket park is accessed from River Boulevard – doesn't look to be a publicly accessible pathway connection directly from this street to the park. This should be provided. • The northern pocket park looks like it will be accessible from the proposed development via a gate in the proposed fence (south). How will this be managed? Will all 500+ occupants be issued with a security code to the gate? Would it be more practicable for it to be publicly accessible? • What are the proposed long-term maintenance arrangements of the northern pocket park – that is, will this land be handed over to Council to maintain? • The current design looks to offer little in the way of amenity and diversity of use. Is there an opportunity to provide a brief for the design of this space?	The western access point for the pocket park is via the eastern end of the basement access for 15 River Boulevard. The northern pocket park will be accessible to occupants of the development via gate along its southern edge, as shown on the fencing diagram by Arcadia. The northern pocket park will be maintained by the land owner once renewed, noting that this park is located on the title boundaries of the Site. The access via common property on adjoining land will also need to be maintained by the relevant body corporate for this land. The intent of the northern pocket park design is to maintain a similar layout and function as the existing conditions enjoyed by the occupants of the adjoining apartment buildings (save for the southern connections). The renewal of this park is supported, given demolition of the park is required to facilitate the construction of the proposed basement (which was also the case for the approved development plan).
What information is proposed to be included in the wayfinding signage? Further info is required on specific locations prior to approval (preferably to be located within the development title).	This matter will be addressed via condition.

235. Subject to the conditions discussed above, the proposed pedestrian linkages throughout the Site will significantly enhance pedestrian connectivity and be a boon to the public realm in the surrounding area, which is consistent with the vision of the CDZ1 provision.

Maintenance of public connections

236. The proposed public connections are to remain under private ownership and maintenance. A condition is included in the recommendation to require the land owner to enter into a Section 173 agreement with Council to ensure all publicly accessible connections are to have 24-hour unfettered public access and maintained to Council's satisfaction at all times.

Connections beyond the Site title boundaries

237. Parks Victoria have stated that the pedestrian links that extend beyond the title boundary to connect to the Main Yarra Trail require consent by Parks Victoria as the public land manager. A note on the plans is recommended to advise the applicant of this requirement, pursuant to the *Crown Land (Reserves) Act 1978*.

238. A section of the switch back ramp also traverses the southern boundary on to Annettes Place, which is managed by Council. This land is affected by the Public Park and Recreation Zone and these proposed works trigger a separate planning permit process. Accordingly, a condition has been included requiring the redesign of the switch back ramp to be incorporated entirely within the title boundaries of the Site.

Tree removal and landscaping

Landscape character of the Site

239. The majority of the Site has been previously cleared of meaningful vegetation. The remaining trees are limited to the existing northern pocket park and along the eastern interface with the Yarra River, including the embankment. A total of 67 trees are located within the development Site. The river embankment section forming part of the Site has been overtaken by a variety of ground cover weed species.

Tree removal (on the Site)

240. As discussed under the proposal section of this report, 39 trees are proposed to be removed. The amended plans now seek to retain the majority of existing trees located on the northern portion of the Yarra River embankment. Tree 39 (mature Spotted Gum) is also identified as to be removed, with a note referencing on-site investigations by a qualified Arborist are to be undertaken to determine if the tree can be retained. Accordingly, a condition will seek to retain this tree from an approval perspective.

241. All trees to be removed are 'planted' as discussed in the Site description above and therefore the considerations of Clause 52.17 are not applicable to the subject application.

242. Council's Arborist (consultant for Council's Open Space - City Works unit) initially raised concerns with the extent of tree removal proposed across the Site. The amended plans now show four less trees to be removed than the plans that went on public display. Council's arborist has reviewed the amended plans and requests that Tree 54 (River Sheaok) also be shown for retention. A condition has been included to require the retention of Tree 54.

243. It is important to note that the majority of trees to removed from the Site are either exotic or have a low Worthy of Retention score (less than 3). Further, the trees to be removed within the existing northern pocket park are necessary to allow for the construction of the basement and a renewed park appearance. Having regard to the above, the extent of tree removal is supported, subject to suitable tree planting throughout the balance of the Site (discussed below).

Tree removal (external to the Site)

244. An additional 14 trees are to be removed beyond the Site title boundaries, including:

    (a) 7 x Smoked Bark Apple trees (*Angophora costata*) along the private link connecting to River Street south of the River Bouelvard court bowl (land known as 40 River Boulevard);

    (b) 5 x Lombardy poplar trees (*populus nigra "italica"*) within the river embankment;

    (c) 2 x lemon scented gum trees (Corymbia citriodora) located on common property associated with 10 Elaine Court and 6 Christine Court.

245. Again, the above trees to be removed are 'planted' as discussed in the Site description above and therefore the considerations of Clause 52.17 are not applicable to the subject application.

246. Council's Arborist has raised no concerns regarding the arboricultural merits of the removal of these trees to facilitate the development.

247. Council's urban design unit have raised concern regarding the removal of the 7 trees along the existing River Street link, due to the loss of visual amenity within the public realm (even if located on private land). The removal of these trees is required to facilitate the construction of a stormwater pipe that runs parallel with a portion of the Site's western boundary and traverses the Site adjacent the southern boundary to connect to the Yarra River.

    Whilst this is not a perfect outcome, public realm plans have been provided by the applicant that seek to replace the loss of this landscape amenity with several new canopy trees on the western side of Building 04. Subject to these replacement trees, the removal of all trees external to the Site is supported.

248. Separate body corporate approval is required for the removal of the two lemon scented gum trees located on common property associated with 10 Elaine Court and 6 Christine Court. However, the planning merits of the removal of these trees is sound having regard to the proposed replacement plantings proposed throughout the Site.

Tree protection

249. A Tree Management Plan (TMP), prepared by a suitably qualified arborist, will be required to be submitted and approved to Council prior to approval by way of condition. The TMP will need to detail tree protection measures for the existing street trees retained along River Boulevard, the Yarra River embankment and adjoining trees located on Annettes Place in close proximity of the Southern boundary.

Proposed landscaping and open space (internal of the Site)

250. Section 8 of the CDZ1 requires the preparation of a landscape plan to the satisfaction of the Responsible Authority before any buildings and works are constructed.

251. The landscape concept plans prepared by Arcadia set out landscape and open space treatments for the Site. The key features of the proposed open space areas and landscaping include:

    (a) Central Public plaza and associated pedestrian connections;

    (b) Clear delineation of hardscape and softscape areas;

    (c) A principally indigenous planting palette for softscape areas (as sought by CDZ1 and the UD GUIDELINES);

    (d) The planting of over 150 canopy trees on the Site, along the river embankment and along the private link from the River Boulevard court bowl to River Street;

    (e) Renewal of the existing northern pocket park abutting apartment buildings to the north of the site;

    (f) Northern lawn communal open space (privately accessible to occupants);

    (g) Southern lagoon (pool) communal open space (privately accessible to occupants);

    (h) North-south pedestrian link to Christine Court; and

    (i) Roof terraces of the riverfront buildings (03 and 06).

252. The proposal will feature a total of approximately 6050sqm of landscaped areas, including hard and softscape areas. This represents an increase of at least 450sqm compared with the approved scheme. Furthermore, the configuration of open space throughout the Site is far more functional than the approved development plan, displayed by the inclusion of two communal open space areas with good solar access.

253. The landscape concepts plans depict the proposed locations of trees and different types of landscape planting areas (eg. River embankment, feature, shrub, ground cover, turf and terrace planting areas).



Image: Proposed canopy coverage diagram. *Source: Landscape plans, prepared by Arcadia.*

254. The replanting of the River Embankment with indigenous planting will significantly enhance the appearance of the section of the Yarra River adjoining the Site, particularly when considering the weed infestation that exists at present. Conditions included in the recommendation will also require this re-vegetation (an all landscaping on the Site) to be maintained to Council's satisfaction at all times.

255. In principle the approach and extent of landscaping depicted on the landscape concept plans is supported. However, the detail of these plans is not sufficient to meet the landscape plan requirements set out in the CDZ1. A condition is included to ensure detailed landscaping plans are provided together with details of all fixed furniture within open space areas, including particular requirements for indigenous plantings along the Yarra River embankment.

Proposed public realm improvements (external to the Site)

256. At present, River Boulevard does not feature a footpath on its western side between the BAE building and the land north of Vickers Drive. A footpath exists along the eastern side of River Boulevard adjacent the Site, which connects to a privately owner pedestrian path connecting to River Street.

257. The proposed development will generate a significant increase in pedestrian activity along River Boulevard/River Street to access the Victoria Gardens shopping centre (west), services and amenities within the broader Victoria Street MAC (north/north west) and services and amenities within the Bridge Road MAC and other commercial/industrial areas (south). As

such, it is important that pedestrian amenity is appropriately improved to safely accommodate this increase in pedestrian activity.

258. The landscape concept plans include public realm plans for the section of River Boulevard / River Street private link adjacent the Site. These plans propose the following improvements to the public realm external to the Site:

(a) River Boulevard public realm:

(i) Investigation of infilling the median adjacent 15 River Boulevard and associated additional street trees;

(ii) Rationalised median along River Boulevard to allow for a right turn out of the proposed basement entry;

(iii) The provision of an east-west pedestrian crossing over River Boulevard;

(iv) Interim north-south footpath on the western side of River Boulevard (adjoining land known as 20 River Boulevard) to improve connectivity to Victoria Street and Victoria Gardens Shopping Complex;

(v) The investigation of a pedestrian priority crossing at the Vickers Drive intersection;

(b) River Street link (on land known as 40 River Boulevard):

(i) Realigned footpath beyond the court bowl, with shared path beyond vehicle accessway for 40 River Boulevard linking to River Street;

(ii) New trees and nature strips adjacent the western side of Building 04;

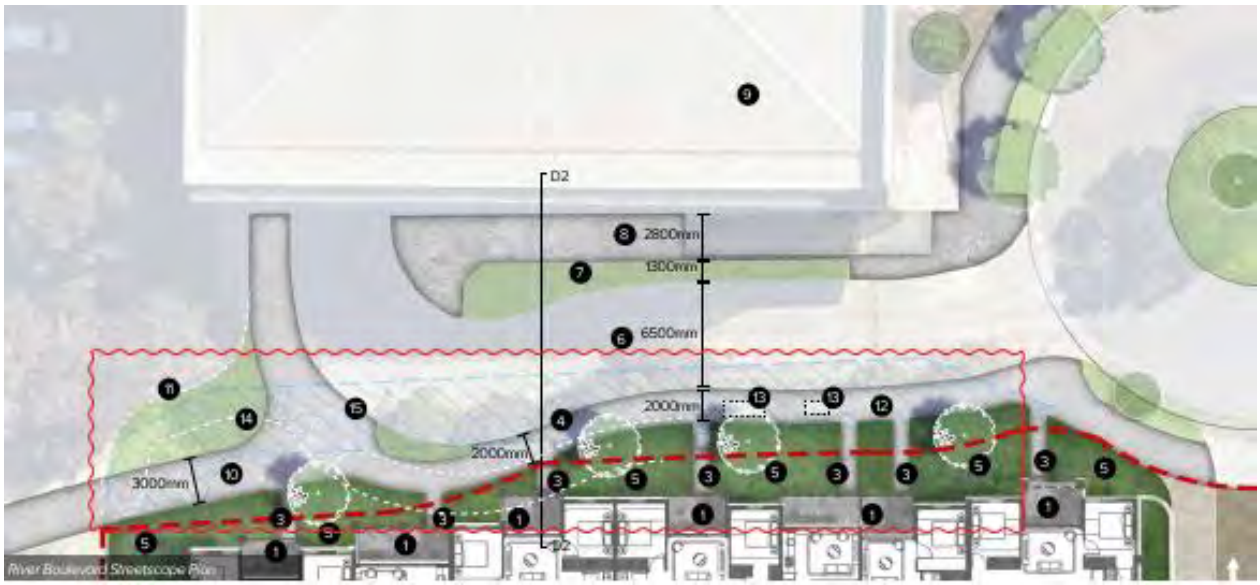


Image: River Boulevard streetscape plan, showing proposed treatment along private link to River Street.
Source: Landscape plans, prepared by Arcadia.

259. Council's urban design unit has coordinated a review of the public realm plans and recommended the following changes are made:

(a) The 2m wide footpaths notated as '2m unobstructed clear access'.

(b) Relocate the small garden bed at the southern end of the service road (east side) so that it is consolidated with the garden beds along the property boundary.

(c) Ensure that the existing desire line from the River Street link to the west side of the service road are accommodated.

(d) Annotate indicative future protected bicycle lanes on River Boulevard.

(e) Provide traffic calming measures to the service road to facilitate safe access for people on bikes, including speed reduction and reducing the width of the existing speed bumps.

(f) Ensure the new kerb ramp providing access from the service road to the shared path (linking to River Street) matches the width of the shared path plus tapers of 300mm either side to provide a consistent travel path. a 1:15 gradient for the ramp, subject to review and to the satisfaction of the Responsible Authority.

(g) Convert the existing zebra crossing of the Victoria Gardens access driveway from River Street into a raised pedestrian-priority crossing.

260. The above changes will be required by condition, prior to the approval of public realm plans. Furthermore, the condition requiring unfettered access over publicly accessible land will include the path on private land known as 40 River Boulevard between the River Boulevard court bowl and River Street. This is due to no formal arrangement being in place at present to maintain public access.

Off-site amenity impacts

261. The UD GUIDELINES require development to consider off-site amenity impacts such as overshadowing, overlooking and visual bulk.

262. In relation to the Main Yarra / Capital City trails, design element 3 of the UD GUIDELINES (design element 3) refers to a requirement that the Capital City Trail enjoys a minimum 4 hours of sunlight between 9.00 am and 3.00 pm at the September Equinox. The purpose of the CDZ1 also seeks to minimise overshadowing impacts to areas of public open space and the Yarra River, while also seeking to avoid adverse wind conditions in pedestrian areas.

263. Clause 15.01-2S of the Scheme aims to provide building design that minimises the detrimental impact of development on neighbouring properties, the public realm and the natural environment, with potential impacts relating to overshadowing of open space, loss of daylight to windows, visual bulk, noise, wind, overlooking of sensitive areas, equitable development and other potential nuisance. Further policy for amenity considerations is contained within clause 22.05 (Interface uses policy) of the Scheme.

264. Three (3) existing apartment buildings adjoin the Site's northern interface, which represents the only adjoining residential interface (refer to photos below). Commercial uses are located on the western side of River Boulevard. The Yarra River corridor and Annette's Place public open space is located immediately east and south of the Site respectively.



Photos: Existing 5 storey apartment building at 15 River Boulevard viewed from River Boulevard (left) and 10 Elaine Court and 6 Christine Crescent viewed from Christine Crescent court bowl (right)

Visual bulk

265. In the above built form and design analysis, the potential off-site amenity impacts by way of visual bulk to the site interfaces was assessed and found to be acceptable in the Victoria Street MAC context.

Overlooking

266. The northern interface of the Site is the only sensitive interface that requires consideration of overlooking impacts. The proposal provides the following minimum separation distances from the adjoining apartment building edges:

    (a) Building 01: 7.8 metres – 8.7m at Level 1, increasing to 8.7m 8.9m for Levels 2-5

    (b) Building 02: >27m

    (c) Building 03: >11.8m

267. To minimise overlooking from apartment 1.01.009 (approximately 7.8m from the south facing balconies at 15 River Boulevard), a condition has been included to ensure this apartment is setback in line with apartments on Level 2. This condition will increase the minimum separation to approximately 8.7m.

268. Building 01 has building separation of between 8.7m – 8.9m for various north-facing windows and balconies (including the condition relating to apartment 1.01.009. This is considered to be a very minor departure from the 9m distance referred to in the overlooking standard outlined within the Res Code provisions of the Scheme that have no statutory weight for the application.

269. Building 02 and 03 comfortably satisfy the overlooking standards outlined within the Res Code provisions of the Scheme.

Overshadowing (Yarra River corridor)

270. The original development plan that was put on display resulted in shadow cast over the Main Yarra Trail at 2pm, which was identified as a concern by Council's urban design consultant. It was also considered to be inconsistent with various policies (such as Clause 12.03-1R) throughout the scheme that seek to minimise shadow to significant public open space corridors adjacent water bodies, such as the Yarra River.

271. The amended plans have eliminated shadows cast over the trail at 2pm through the following design changes:

    (a) A reduction of building height for Building 03 and 06 by 1.1 metres; and

    (b) Increasing building setbacks from the eastern site boundaries.

272. It is noted that the proposal increases overshadowing within the Yarra River corridor when compared with the approved development plan. However, the maintenance of sunlight access to the Main Yarra Trail between 9am and 2pm during the September Equinox is an appropriate public and environmental amenity outcome. This outcome will also be consistent with the quantitative overshadowing guidelines of the UD GUIDELINES and SLO1 (despite not being applicable to the Site).



Images: 2pm September Equinox overshadowing diagrams of the original proposal (left) and amended proposal (right). *Source: application documents.*

Overshadowing (Annettes Place)

273. The subject site has a direct interface with Annettes Place public open space to the south of the Site, which is neighbourhood open space as identified in *Yarra's Open Space Strategy 2020* (YOSS). This park has a primary character classification for seating/viewing and a secondary classification for play, nature conservation, waterway and linking space.

274. Clause 22.10-3.7 seeks to ensure that new development does not substantially overshadow … or public facilities such as parks and gardens. Amendment C269 contains adopted Clause 15.02-1 that encourages new development to avoid overshadowing of public open space between 10am and 2pm on 22 September.

275. Between the hours of 10am and 2pm on 22 September, the proposal will result in the following approximate overshadowing impacts to Annettes Place:

    (a) 10am: 35sqm (Building 04) and 205sqm (Building 06) = 240sqm total

    (b) 11am: 82sqm (Building 04) and 170sqm (Building 06) = 252sqm total

    (c) 12pm: 120sqm (Building 04) and 152sqm (Building 06) = 272sqm total

    (d) 1pm: 170sqm (Building 04) and 147sqm (Building 06) = 317sqm total

    (e) 2pm: 210sqm (Building 04) and 166sqm (Building 06) = 376sqm total

276. The above calculations show that shadows cast increase throughout the day between 240 – 376sqm, which is not significant in isolation (<3%) given Annette's Place has a total area of approximately 1.35 hectares. However, the active playground area is contained within a 30m depth measured from the southern boundary of the Site. The shadow diagrams depict the basic layout of this playground. The proposal will cast shadows over the swing set area of the playground between 9am and 12pm, which is considered to be unreasonable loss of amenity to the playground.



Images: 10am (left) and 11am (right) shadow diagrams of the proposed development with the context of Annettes Place playground (shadows cast over the playground swing set shown with red outline). *Source: application documents.*

277. Council's urban design consultant shares this position and makes the following recommendation regarding the shadow impact on the swing set:

> *Amend the uppermost southwestern unit 6.04-010 to ensure that no overshadowing of the swings area of the adjoining children's playground within Annette Place Playground occurs between the hours of 10am and 2pm at the September Equinox to the satisfaction of Council.*

278. It is also noted that the YOSS makes the following conclusion regarding the future need of Annette's Place for the North Richmond C precinct:

> *Undertake a major upgrade to Annettes Place to provide a greater diversity of spaces and facilities to better cater to the forecast population as part of the major redevelopment in proximity to this open space.*

279. In this instance, in lieu of amendments to the built form, the applicant seeks to make a contribution to the renewal of the playground within Annette's Place. A date for the renewal works has not been established and therefore a condition of any permit granted will require a contribution for these works. This will be implemented by condition that requires payment of the contribution prior to completion of the development.

280. Subject to this contribution, the proposed overshadowing impacts to Annette's Place are considered acceptable, particularly when considering the substantial break between Buildings 04 and 06.

Wind (external)

281. A wind model study has been included with the application, prepared by MEL, which seeks to measure the environmental wind conditions around the proposed development. Council's wind consultant was reviewed this report and raised no concerns with wind conditions that expected to be experienced off-site upon completion of the development. Further discussion regarding wind impacts on-site is discussed below.

Noise

282. The proposed residential use of the Site does not require a planning permit under the CDZ1 provisions and external noise impacts from the proposed use cannot be limited.

283. Notwithstanding this, the applicant has submitted an acoustic assessment report, prepared by Acoustic Logic, which seeks to ensure appropriate acoustic comfort is achieved for future residents of the proposed development. By virtue of this objective, the adjoining dwellings to the north of the Site will also be acoustically protected from potential noise impacts from common areas and service and plant equipment. Acoustic comfort for the proposed dwellings is discussed under the on-site amenity section below.

Equitable development

284. To ensure the 'fair, orderly, economic and sustainable development of land' in accordance with the objective of the Act, matters of equitable development must be considered.

285. The only abutting private land to the Site is the land to the north containing three (3) multi-storey apartment buildings. The remaining interfaces front the public realm.

286. In this instance, the proposed development adopts a minimum setback of 4.48 metres from the northern boundary of the Site. The proposal achieves a minimum separation distance of 7.8m from the balconies and habitable room windows of adjoining apartments to the north. Given the development is located south of these buildings, the proposed setbacks from the Site's northern boundaries are considered to result in an acceptable equitable development outcome from a daylight, privacy and outlook perspective (subject to screening conditions for a north facing set of windows at Level 01 of Building 01 discussed under overlooking above).

287. The Body Corporate of the adjoining apartments to the north have raised concerns regarding removal of access to the northern courtyard area on the Site. The adjoining apartments have been designed with rear pedestrian and fire access through this courtyard, as shown in the survey plan below.

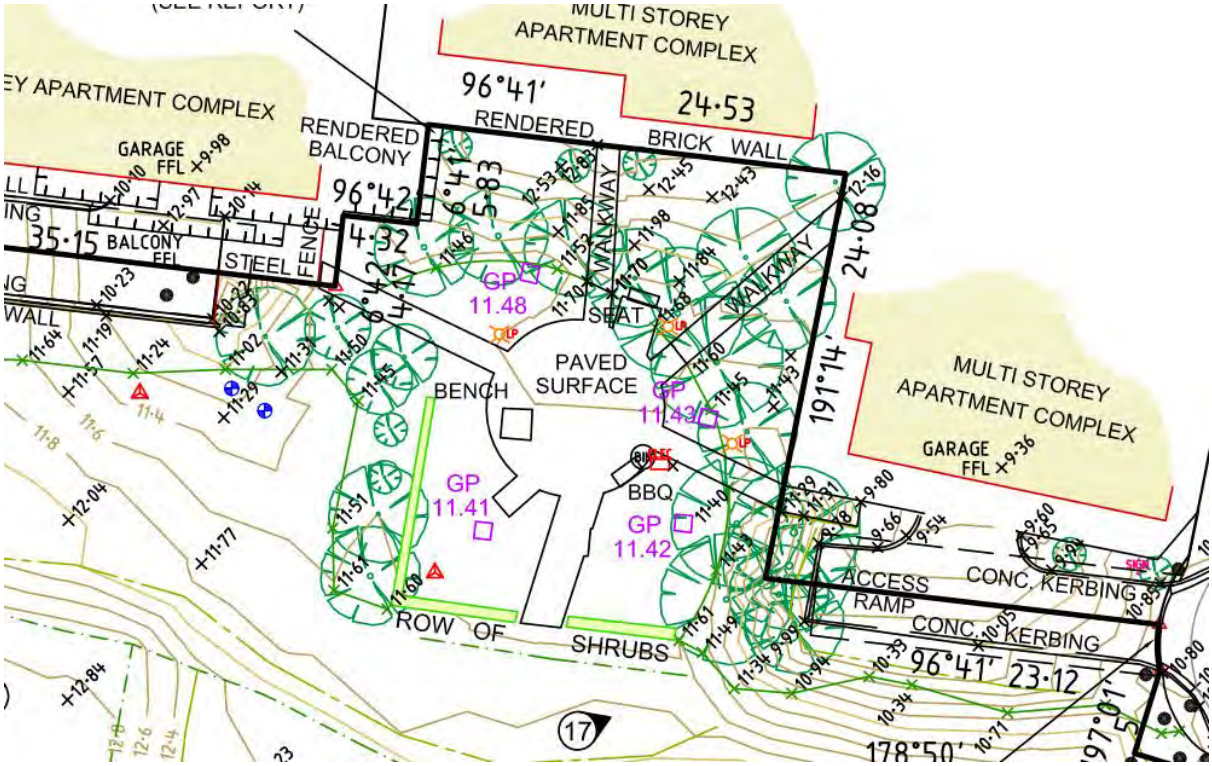


Image: Extract of the Site survey, showing layout of the existing northern pocket park and associated walkway connections to the rear of adjoining apartment buildings.

288. The original plans showed a basket ball half court in the northern pocket park area, which removed significant landscaping amenity and changed access arrangements. The basket ball court has since been removed and the existing pocket park layout has been generally reinstated, including the northern, eastern and western access points to the rear of the apartments and driveways on adjoining common property (refer to images below). This is considered to be an appropriate equitable development outcome for the Site and adjoining apartments and respects the long-standing function of the pocket park.



Image: Comparison of the original (left) and proposed (right) landscape design of the northern pocket park. *Source: Landscape plans, prepared by Arcadia.*

On-site amenity

289. The Victoria Gardens UD GUIDELINES references the Good Design Guide (which has been superseded by the apartment development requirements of Clause 58) when considering on-site amenity. Clause 22.10-3.7 (On-site amenity) of the Scheme also requires that amenity impacts be considered. The requirements of Clause 58 and these guidelines are assed below.

290. A summary response to Clause 58 is provided below. It is important to note that the objectives and standards set out in Clause 58 can only be considered as guidance, as there is no requirements under the CDZ1 provisions to meet these. Nonetheless the assessment below demonstrates substantial compliance with the relevant standards and is considered to be consistent with all objectives.

Standard D1 - Urban context objective

291. The objective is to ensure that the design responds to the existing urban context or contributes to a preferred future development of the area.

292. This has been considered earlier in the report under the *Built form and design* assessment. The proposed development provides an acceptable design response with regard to building height, massing and detailed design.

293. Overall, the proposed development achieves a positive response to the emerging character within this section of the Victoria Gardens Comprehensive Development Zone and along the Yarra River. The objective and standard are satisfied.

Standard D2 – Residential policy objectives

294. The objective is to ensure that residential development is provided in accordance with any policy for housing in the Scheme and to support higher density residential development where development can take advantage of public and community infrastructure and services.

295. CDZ1 states that no permit is required to use the land for dwellings. The CDZ1 has a requirement to provide a minimum of 50 dwellings on the Site. The proposal provides for 473 dwellings in accordance with this requirement. The PPF at Clause 16.01-1R requires management of the supply of new housing to meet population growth and create a sustainable city by developing housing and mixed use development opportunities in locations that are in a MAC. Accordingly, the objective and standard are met.

Standard D3 – Dwelling diversity

296. The objective seeks to encourage a range of dwelling sizes and types in developments of ten or more dwellings.

297. The proposed development incorporates a mix of studio (32 apartments or 7%), one-bedroom (213 or 45%) and two-bedroom (228 apartments or 49%) apartments, including various apartment typologies. Whilst no three-bedroom apartments are proposed, it is noted the model of housing proposed is not targeted specifically at large families. The standard and objective are met.

Standard D4 – Infrastructure

298. This objective seeks to ensure development is provided with appropriate utility services and infrastructure and to ensure development does not unreasonably overload the capacity of utility services and infrastructure.

299. The proposal is located within an established area with existing utility services and infrastructure. Any upgrades required to existing infrastructure to support the proposal will be at the cost of the developer/land owner. The standard and objective is met.

Standard D5 – Integration with the street

300. This objective seeks to integrate the layout of development and activate the street frontage.

301. As discussed above, the proposal has made a conscious effort to maximise activation/natural surveillance to all public realm interfaces of the Site from unscreened balconies and habitable room windows at all upper levels and the majority of the ground level.

302. The ground level private open space areas for each apartment fronting River Boulevard/River Street link are proposed to have 1.8m high black palisade fences for privacy and security purposes, together with gate access allowing connection to the footpath. Next to each of these private open space is a bedroom window, which will ensure appropriate natural surveillance / activation opportunities are provided at ground level.

A condition is included to ensure the palisade fencing is no more than 25% transparent and appropriately softened by landscaping when viewed along River Boulevard.

303. The proposal is considered to comply with both the standard and the objective.



Images: Proposed fences to private open spaces fronting River Boulevard at ground level. *Source: Landscape plans, prepared by Arcadia*

Standard D6 – Energy efficiency

304. This objectives seeks to achieve and protect energy efficient dwellings and buildings, reduce fossil fuel energy use and make appropriate use of daylight and solar energy and ensure adequate thermal efficiency is achieved.

305. Policy at clauses 15.01-2S, 21.07, 22.16 and 22.17 of the Scheme, encourage ecologically sustainable development, with regard to water and energy efficiency, building construction and ongoing management.

306. The ESD commitments of the development are highlighted in the proposal section of above. Council's ESD Advisor reviewed the revised SMP and architectural plans received in October

2022. Council's ESD advisor identified a number of ESD deficiency which can be addressed via a condition of the permit and which are as follows:

(a) *Amend shading strategy for the West facing windows to include vertical fins (like the North facing windows) or alternative external shading option.*

(b) *Provide details of the proposed HVAC system (and consider 3 pipe VRF or heat pump alternative).*

(c) *Clarify ventilation strategy for the basement carpark*

(d) *Update rooftop plans to indicate location, size and number of panels per PV system (i.e. 2x 20kW systems as per SMP)*

(e) *Provide a copy of the Green Star Water Use Calculator to support claims of reducing water use by 40%.*

(f) *Provide more information on the OceanGuard and Jellyfish filtration devices included within the MUSIC model (or similar), noting that over reliance on proprietary devices is not acceptable to the City of Yarra.*

(g) *Clarify the inclusion of recycled materials (i.e. bricks) or products with post-consumer content (i.e. insulation) and/or commit to the 'Responsible Structure' credit and have 80% of structural components (by cost) meet a Responsible Products Value score or at least 10.*

(h) *Provide a copy of the Green Star Buildings Upfront Carbon Emissions Calculator to support claim.*

(i) *Clarify extent (by cost or weight) of recycled and certified timber (FSC / PEFC) strategy.*

(j) *Confirm whether PVC will be included in hazardous materials survey, and if not consider best-practice strategies to reducing or replacing PVC components.*

(k) *Clarify misalignment between bicycle parking numbers and amend documentation accordingly.*

(l) *Confirm that the Sustainable Transport Plan will include details of surrounding car share locations.*

(m) *Prior to development, provide a copy of the Sustainable Transport Plan.*

(n) *Amend material schedule within architectural pack to include SRI specifications for external elements (paving and roofing) that makes up the 75% relied upon for GS credit.*

307. Conditions are included in the recommendation that require the SMP to be updated to address the above items requested by Council's ESD Advisor.

Standard D7 – Communal open space

308. The objective of this standard seeks to provide communal open space that meets the recreation and amenity needs of residents, open space is accessible, practical, attractive, easily maintained and integrated with the layout of the development and enhances resident amenity.

309. Developments with 13 or more dwellings should provide a minimum area of communal open space of 2.5sqm per dwelling or 220sqm, whichever is lesser.

310. As discussed earlier in this report, the proposed development provides approx. 2000sqm of outdoor common area. This includes the renewal of the existing northern pocket park and northern lawn and southern lagoon (pool) communal open space areas.

311. In addition, apartment buildings 03 and 06 provide separate roof top outdoor areas with an outlook to the Yarra River. Accordingly, the communal open space standard has comfortably been met.

Standard D8 - Solar access to communal outdoor open space objective

312. The objective of this standard seeks to allow solar access into communal outdoor open spaces.

313. Rooftop spaces to buildings 03 and 06 will have excellent solar access. No Winter Solstice overshadowing information is provided for ground level open space on the Site. However, it is expected that the standard is satisfied, given the substantial area of common open space and that only 125sqm (<10%) needs solar access for two hours to comply.

Standard D9 – Safety

314. This standard seeks to ensure layout of development provides for the safety and security of residents and property.

315. The foyers providing access to each proposed building have been designed to be clearly visible from the central plaza or public links throughout the Site with apartments on all levels providing passive surveillance to residents. A condition will be included to ensure all publicly accessible and communal areas are appropriately lit. The objective and standard are met.

Standard D10 – Landscaping

316. The objectives to this standard seek to provide landscaping that supports the existing or preferred urban context of the area and reduces the visual impact of buildings on the streetscape, preserve existing canopy cover and support the provision of new canopy cover and ensure landscaping is climate responsive, supports biodiversity, wellbeing and amenity and reduces urban heat.

317. The subject site has an approximate area of 20,932sqm and as such should be provided with a canopy cover of 350sqm plus 20% of the site area. This equates to an area of 4,536sqm. In addition, the site should be provided with 15% of the site area with deep soil area, which equates to an area of 3,139sqm.

    In addition, a development should provide at least 2 Type B trees or 1 Type C tree. It is noted that Clause 58 has generally not been drafted with a site of this size in mind.

318. Landscape plans have been prepared by Arcadia Landscape Architects. Extensive landscaping has been provided within the development and mainly located within the northern and southern communal open spaces, central plaza and towards the river embankment to the east. Additional landscaping has been provided on the roof terraces in the form of planter boxes.

319. In terms of canopy cover, the landscape report identifies the overall mature canopy coverage from existing and proposed trees will be 5,907sqm (31.9%). This is in excess of the canopy tree coverage requirement under this standard. Furthermore, the proposal incorporates over 3,500sqm of deep soil areas, in excess of the standard. The objective and standard are therefore met.

Standard D11 – Access

320. The objectives to this standard seek to ensure that vehicle crossovers are designed and located to provide safe access and designed and located to minimise visual impact.

321. The proposed development seeks to construct one crossover located within the north-west corner of the site to River Boulevard. The crossover is to have a width of 9m and provide access to the basement car park, which has capacity for 201 car spaces. With an overall frontage of approximately 145m, this equates to a street frontage 6%. The ramp also provides a separate vehicle and bicycle access, reducing the potential conflict between both users.

322. The provision of one crossover is considered to meet this standard by minimising the number of crossovers to River Boulevard and therefore the visual impact of the crossovers to the street. The 9m width is considered necessary to ensure a safe access for vehicles and cyclists.

Standard D12 – Parking location

323. The objective of this standard is to provide convenient parking for resident and visitor vehicles and to protect residents from vehicular noise within developments.

324. Car parking is contained within the basement level of the development, which is accessed via River Boulevard. Occupants will benefit from convenient and universal access to these spaces via four separate lift and stair cores. The acoustic report provided by the applicant, subject to amendments required by condition, will address potential noise nuisance from the basement. The objective and standard are met.

Standard D13 – Integrated water and stormwater management

325. The objectives of this standard seek to encourage the use of alternative water sources such as rainwater, stormwater and recycled water. Facilitate stormwater collection, utilisation and infiltration within the development and encourage development that reduces the impact of stormwater run-off on the drainage system and filters sediment and waste from stormwater prior to discharge from the site.

326. The Sustainable Management Plan (SMP) states that a 120KL rainwater tank (shown within the Basement) is to be provided. This tank is to be connected to sources of re-use such as toilets and urinal flushing and landscape irrigation. The final resolution is to be completed post planning approval.

327. The STORM report provided with the application achieves a score of 123%, which is in line with the policy direction under clause 22.16 – *Stormwater Management (Water Sensitive Urban Design).* The SMP also incorporates a stormwater construction and maintenance program. This complies with the objective and the standard.

Standard D14 – Building setbacks

328. The objectives of this standard seek to ensure the setback of a building appropriately responds to the existing context or preferred future development of the area, allow adequate daylight into new dwellings, limit views into new and existing dwellings, provides a reasonable outlook and provides appropriate internal amenity to residents.

329. As outlined earlier in this report the height, massing and setbacks of the proposed building are considered to achieve an acceptable design response to the character of the surrounding area. The public realm interfaces to River Boulevard, Annettes Place and the Yarra River will ensure that apartments with these orientations are provided with ongoing external outlook and amenity. Excellent building separation is provided between adjoining apartments and proposed apartments on the Site. The objective and standard is met.

Standard D15 – Internal views

330. The objectives of this standard seek to limit views into the private open space and habitable room windows of dwellings within a development. The standard states that windows and balconies should be designed to prevent overlooking of more than 50 per cent of the private open space of a lower-level dwelling directly below and within the same development.

331. In general, balconies of apartments are mainly inset within the prevailing building line, party walls or are generally stacked directly above the balcony below (particularly on the upper levels). Where recessive setbacks are adopted, there is inevitably some overlooking to terraces proposed within these setbacks. However, this is a common outcome for developments with this massing approach and it is noted that these opportunities are appropriately limited.

332. In general, all habitable room windows and balconies will be separated spatially from an adjoining building by a minimum of 8.4m. This separation is supported. Notwithstanding this, a few internal view opportunities are identified below

333. There are, however, a number of balconies and habitable room windows which may have internal views into adjoining balconies and habitable room windows. The following areas where potential internal views could occur:

    (a) Where two balconies adjoin one another, details of dividing screens/walls is required;

    (b) Some indirect views at an angle between some balconies of approximately 8.4m. This is considered acceptable given the type of development and overall separation provided to other apartments which is in excess of 9m.

    (c) The bedroom windows on the furthermost eastern and western points of buildings 2 and 3. These windows have a north and south outlook and appear to incorporate vertical blades. No details have been provided as to the design of these blades but it does appear to restrict internal views to the buildings to the east and west.

Standard D16 – Noise impacts

334. The objectives of this standard seek to contain noise sources in developments that may affect existing dwellings and protect residents from external and internal noise sources.

335. The standard requires buildings within a noise influence area in Table D3 to be designed and constructed to achieve the following prescribed noise levels:

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

336. Under Table D3 a noise influence area includes sites within 300m of the Industrial 1, 2 and 3 Zone boundary, within 300m of a road carrying 40,000 Annual Average Daily Traffic Volume, within 80m of a railway line servicing passengers in Victoria and within 135m of a railway line servicing freight in Metropolitan Melbourne.

337. A review of the traffic volumes on the VicRoads website has identified that the site is not within a noise influence area and therefore the noise limit criteria prescribed by the standard is not applicable.

338. The Applicant has submitted an Acoustic Report, which provides an acoustic assessment of noise impacts to and from the proposed development. Council's acoustic consultant has reviewed this report and details the following outstanding issues:

    (a) *Section 6.4.1 of the acoustic report doesn't include a statement from Salta Properties about rooftop plant at the nearby BAE building and the Victoria Gardens Shopping Centre.*

    (b) *If the applicant does not provide the requested information about the source levels for traffic noise or reasoning about why it is not required, then we don't see how this item can move forward.*

    (c) *The internal design targets for commercial/industrial noise be calculated using the SEPP N-1 indoor noise limits (i.e. the external limits minus 15 dB). The criteria should be met for any 30 minute period, taking into consideration any relevant corrections for noise character, as per SEPP N-1 and Noise Protocol guidance.*

    (d) *The acoustic assessment (for all aspects of the development) should be based on the current building design.*

    (e) *The maximum source level for the carpark gate is not stated in Section 11.2 of the acoustic report. It is unclear whether any car stackers are proposed for the development. If none are proposed, any references to them should be removed from the acoustic report.*

339. The above matters have been addressed via a condition requiring an amended acoustic report to be submitted prior to development plan approval.

Standard D17 – Wind Impacts

340. The objectives of this standard seek to ensure the built form, design and layout of development does not generate unacceptable wind impacts within the site or on surrounding land.

341. Council's wind consultant (VIPAC) has reviewed this study and raised no concerns with its conclusions regarding comfort criterion outcomes, subject to the sitting criterion being achieved for the proposed outdoor seating area in the public plaza. This recommendation is also supported by Council's urban design consultant.

342. Council's urban design consultant also includes the following wind recommendation:

> *Provide an updated set of plans and wind report demonstrating that the proposed ground floor private terraces facing the river and the primary seating social areas south of the central driveway within the central plaza and southern shared amenity zone, along with the roof top sitting areas to all buildings meet the Wind Speed comfort levels suitable for sitting.*

343. The Tribunal has considered wind impacts to common areas and determined that the sitting comfort criteria should be achieved where sitting areas are formally designated in common areas (refer to SMA *No. 17 Pty Ltd v Yarra CC [2020] VCAT 1364*). Furthermore, it is considered that private areas are worthy of the same, if not greater, protection to allow for acceptable amenity. Conditions will require this to be addressed prior to development plan approval.

Standard D18 – Accessibility

344. The objective of this standard is to ensure the design of dwellings meets the needs of people with limited mobility.

345. The standard requires that at least 50% dwellings should provide:

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

(b) *A clear path with a minimum width of 1.2m that connects the dwelling entrance to the main bedroom, an adaptable bathroom and the living area;*

(c) *A main bedroom with access to an adaptable bathroom;*

(d) *At least one adaptable bathroom that meets all of the requirements of either Design A or Design B specified in Table D4*

346. As discussed earlier in this report, the proposed development incorporates a total of 473 apartments. The apartment layouts differ throughout the development with multiple apartment types. No apartment typology plans have been provided with the amended plans submitted.

347. A review of the proposal shows that in general the apartment layouts provide a generous internal layout, with a large number appearing to be compliant with the above standard. However, revised apartment typology plans have not been submitted with the amended proposal. As such, a condition will be included on the permit for at least 50% of apartments to meet the above standard.

Standard D19 – Building entry and circulation

348. The objective of this standard is to provide each dwelling and building with its own sense of identity, ensure the internal layout of buildings provide for the safe, functional and efficient movement of residents and to ensure internal communal areas provide adequate access to daylight and natural ventilation.

349. All apartments are accessible via the central plaza. There are two main entries identified as the northern and southern foyers, in addition to separate individual entries located around the site. An individual foyer has been provided to building 3 in the north-east corner. The foyers are generally glazed and sheltered lobby entry from the central plaza, which provides a strong sense of entry and address for occupants.

350. The foyers have been designed with stairwell access directly adjacent the lift entries to promote use, despite its fire safety purpose. Corridors of each level all have a minimum width of 1.6 metres. Due to the design the corridors have very limited sources to natural light, outlook or ventilation in the form of break areas. Whilst Council's urban design consultant has raised concern in relation to this, the lack of natural light and ventilation to internal corridors is supported in this instance due to the public realm surveillance offered by apartments.

Standard D20 – Private open space

351. The objective of this standard is to provide adequate private open space for the reasonable recreation and service needs of residents.

352. A dwelling should provide balconies meeting the dimensions outlined in Table 5 of this Standard. This table specifies that:

    (a) *A one-bedroom dwelling should have access to a balcony with a minimum area of 8sqm and minimum dimension of 1.8m, with convenient access from a living room*

    (b) *A two-bedroom dwelling should have access to a balcony with a minimum area of 8sqm and minimum dimension of 2m, with convenient access from a living room*

    (c) *A three-bedroom dwelling should have access to a balcony with a minimum area of 12sqm and minimum dimension of 2.4m, with convenient access from a living room.*

353. As discussed earlier in this report, the proposed development is comprised of only studio, one-bed and two-bed apartments. As such, all apartments should have a minimum area of 8sqm, which is achieved by the proposed development.

354. All studio and one-bed apartments have been provided with a minimum width of 1.8m in accordance with the above standard. All two-bed apartments have been provided with a minimum width of 2m in accordance with the above standard. The standard and objective is met.

Standard D21 – Storage

355. The objective of this standard is to provide adequate storage facilities for each dwelling.

356. The relevant private open space requirements are as follows:

    (a) *For a studio dwelling the standard requires a total minimum 8m3 storage area, of which a minimum 5m3 must be provided within the dwelling.*

    (b) *For a 1-bed dwelling the standard requires a total minimum 10m3 storage area, of which a minimum 6m3 must be provided within the dwelling.*

    (c) *For a 2-bed dwelling the standard requires a total minimum 14m3 storage area, of which a minimum 9m3 must be provided within the dwelling.*

357. Amended plans received show a total of 50 storage units within the basement level. The remainder of apartments will need to rely on internal storage areas within individual apartments.

358. As discussed earlier in this report, the amended plans submitted have not provided updated typology plans for apartments. As such, an assessment of the internal storage capacity of apartments cannot be carried out at this stage. A condition will be included for storage areas to be provided to all apartments in accordance with Standard D21.

Standard D22 – Common property

359. The objective of this standard is to ensure that communal open space, car parking, access areas and site facilities are practical, attractive and easily maintained and avoid future management difficulties in areas of common ownership.

360. The common property areas within the development are clearly delineated and should not create areas which were difficult to maintain into the future. The building entrances, path

networks, open space and vehicle access areas are well conceived and are generally cohesive with the overall building design and are therefore considered to be in line with the objectives of this Standard.

Standard D23 – Site services

361. The objective of this standard is to ensure that site services are accessible and can be installed and maintained and to ensure that site services and facilities are visually integrated into the building design or landscape.

362. Mailboxes are to be located adjacent the residential entries/foyers (buildings 1, 2 & 6) and co work break room (buildings 4 & 5) from the common plaza. No mailboxes have been provided to building 3 in the north-east corner of the site. A condition will be included to confirm location of mail boxes for all buildings.

363. Other site services appear to be located internal to each building and generally located adjacent to the building entries or within corridors. This is a positive outcome for public realm activation with no cabinets proposed. in addition, a site substation is proposed adjacent to the northern communal area. This structure appears to be single storey in nature and will not have an interface to River Boulevard or Yarra River which is considered an acceptable outcome.

Standard D24 – Waste and recycling

364. The objective of this standard is to ensure dwellings are designed to encourage waste recycling, to ensure that waste and recycling facilities are accessible, adequate and attractive and to ensure that waste and recycling facilities are designed and managed to minimise impacts on residential amenity, health and the public realm.

365. The applicant submitted an updated Waste Management Plan (WMP) prepared by WSP. Key waste facilities of the development include:

    (a) Provision of a waste storage room within the Basement, with provision for:

        (i) 7 x 1,100L bins (general garbage bins, three weekly collection).

        (ii) 10 x 1,100L bins (commingled recycling bins, three weekly collection).

        (iii) 31 x 120L bins (glass bins, twice weekly collection)

        (iv) 15 x 120L bins (organic bins, three weekly collection).

        (v) Hard waste & E-waste area (5sqm and collected as required).

    (b) Private collection will occur at Basement.

    (c) Garbage and recycling waste from residents is collected via four separate bin chute systems provided on each floor. A daily bin transfer system from the four chute rooms to the centralised waste room (adjacent to the ramp) where waste is collected will be enacted.

    (d) Residents will transfer glass waste extending from each apartment to the 120 litre glass bins within the chute deposit room on each level, to be ultimately transferred by building management to the basement level residential waste storage and swapped by empty 120L drop-off bins.

    (e) A secure hard waste area of 5m2 has been allocated within the proposed waste collection room within the basement level for the temporary storage of hard waste such as broken furniture and appliances. Hard waste collections will be arranged by building management (or equivalent) via a private contractor as required.

    (f) Approximately half of the 5m2 hard waste area has been allocated for the temporary holding of e-waste (electronic waste). To enable the collection of various smaller items such as mobile phones, the area may incorporate a 240 litre e-waste bin as deemed appropriate by building management (or equivalent). The remaining e-waste area will be utilised for large items such as flat screen televisions.

366. Council's City Works Unit reviewed the submitted WMP and confirmed that it is satisfactory for endorsement.

Standard D25 – External walls and materials

367. An assessment with respect to the buildings overall design, including the use if external walls and materials, has been carried out earlier in this report and found satisfactory.

Standard D26 – Functional layout objective

368. The objective of this standard is to ensure dwellings provide functional areas that meet the needs of residents.

Bedrooms

369. The standard states that bedrooms should have a minimum width of 3m and minimum depth of 3.4m, with other bedrooms to be 3m x 3m in dimensions.

370. As discussed earlier in this report, the proposed development incorporates a total of 473 apartments. The apartment layouts differ throughout the development with multiple apartment types. No apartment typology plans have been provided with the amended plans submitted. The amended plans show outlines within the bedrooms which indicates general compliance with the above standard. However, a few non-compliances are noted for secondary bedrooms for 2 bed apartments.

371. A condition will be included to ensure dimensions for bedrooms are included on plans/typology plans and that the second bedroom of each 2 bed apartment achieves a minimum dimension of 3m.

Living rooms

372. The standard, at table D12 of Clause 58, requires the following minimum dimensions for living rooms:

Dwelling Type	**Minimum width**	**Minimum area**
Studio & 1 bedroom	3.3 m	10 sqm
2 or more bedroom	3.6 m	12 sqm

373. As stated above no apartment typology plans have been provided with the amended plans submitted and no dimensions have been provided on the plans with respect to the living areas requirements of this standard. It is noted that apartment sizes are generally spacious and the size of the functional living area is often dependent on the layout of dining furniture. Some concerns were initially raised by Council's urban design consultant regarding the layout of living areas. The arrangement of internal circulation, furniture layout and door positions has been shown on the sketch plans dated 15 November 2022. With these changes, the living areas are generally considered highly functional and fit for purpose. However, a condition is included to ensure living area dimension details are included for each apartment typology plan.

Standard D27 – Room depth

374. The objective of this standard is to allow adequate daylight into single aspect habitable rooms.

375. The standard states that single aspect habitable rooms should not exceed a room depth of 2.5 times the ceiling height. The depth of a single aspect, open plan, habitable room may be increased to 9 metres if

- The room combines the living area, dining area and kitchen
- The kitchen is located furthest from the window

- The ceiling height is at least 2.7 metres measured from finished floor level to finished ceiling level. This excludes where services are provided above the kitchen.

376. Elevations show a minimum floor to ceiling height of 3m. under the above standard a single aspect room should not exceed a length of 7.7m. This is extended to 9m if the above exemption is met. A review of the decision plans has identified that the majority of apartments meet the above requirement with the exception of the following:

- Apartments 008 – Building 3 (ground, levels 1 & 2)
- Apartments 003 – building 6 (ground, levels 1 & 2).

377. This variation only effects a total of 6 apartments out of a total of 473, which is minor. The main reason for the non-compliance is due to locating the kitchen to the front of the apartment, bedrooms to the rear and bathrooms to the side. The locating of the bathrooms to the side result in a room depth of 7.9m, requiring a variation of 200mm. This variation is considered acceptable given the low number of apartments which are impacted, that the apartments affected are studios and as only a minor variation of 200mm is required.

Standard D28 – Windows

378. The objective of this standard is allow adequate daylight into new habitable room windows.

379. A review of the decision plans shows compliance with the above standard with the exception of Apartment 4.00.002, into the east facing bedroom. This appears to be an error on the plans. A condition will be included for a window(s) to be provided to this room.

Standard D29 – Natural ventilation

380. The objective of this standard seeks to encourage natural ventilation of dwellings and allow occupants to effectively manage natural ventilation of dwellings.

381. The standard requires that at least 40 percent of dwellings should be provided with effective crossover ventilation that has a maximum breeze path through the dwelling of 18m and a minimum breeze path of 5m.

382. Due to limited corner apartments in the proposed development layout, the proposal is non-compliant with this standard. This is considered to be acceptable in this instance, given the high level of compliance with Clause 58 standards generally and difficulty of achieving dual aspect apartments for a development of this size.

Traffic and transport

383. The guidelines under section 15 of the CDZ1 for approving plans reference the following considerations:

The location of any proposed off street parking areas

384. The resident car parking associated with the proposed development is located in a single level car park accessed from River Boulevard at the north western corner of the Site. It is wholly located underground and will not be visible (with the exception of the basement entrance) from the public realm, River environment, or areas of open space within the site. Its location is therefore consistent with clauses 22.10-3.10 (in respect of design and location of car parking) and 22.11 (Victoria Street East Precinct policy).

385. The drop-off and pick-up off-street car parking spaces associated with the porte cochere are setback substantially (30m) from River Boulevard so as not to detract unreasonably from streetscape amenity.

386. It is also noted that the extent of the basement area on the Site has a small footprint, which allows for greater opportunities for deep soil planting throughout the Site.

Points of access to and from the land and whether they are suitably located

387. Design element 6 within the UD GUIDELINES require that the appearance, location and entrance to on-site car parking does not detrimentally affect streetscape amenity.

388. The proposal includes one dedicated vehicle entry to the basement car park and vehicle access for the proposed Porte Cochere from River Boulevard. No traffic concerns have been raised by Council's engineering and urban design unit regarding the location and design of the proposed vehicle access points. It is also noted that these entries are well-separated (>30m) from the proposed pedestrian crossing across River Boulevard further south (subject to detailed design).

389. The proposal does not seek vehicle access to the basement from the carriageway easement connecting to Christine Crescent, which the approved development plan included for loading and waste collection purposes.

The layout of car parking areas and accessways to them

390. Clause 52.06-9 (Design standards for car parking) of the Scheme relates to the design of car parking areas and contains 7 standards and requirements relating to accessways, car parking spaces, gradients, mechanical parking, urban design, safety and landscaping.

391. These matters, along with the proposed ramp designs have been reviewed by Council's Engineering Unit who are generally satisfied with the layout of the car parking area, subject to the following minor changes that are conditioned in the recommendation:

(a) the repositioning of basement columns so that they do not encroach the parking space envelopes as required by *Diagram 1 Clearance to car parking spaces* in Clause 52.06-9; and

(b) A vehicle crossing ground clearance.

The impact of traffic generated by the proposal and whether it is likely to require specific traffic management or control works in the neighbourhood

392. The traffic trip generation rates adopted by Stantec are detailed in the table below:

Proposed Use	Adopted Traffic Generation Rate*	AM Peak Hour	PM Peak Hour	Saturday Peak Hour
Dwellings (201 spaces)	0.37 trips per space in each AM peak hour 0.41 trips per space in each PM peak hour 0.41 trips per space in Saturday peak hour	74 trips	82 trips	82 trips

393. Council's engineering unit have reviewed these rates and provided the following comments:

> *The trip generation for the site is considerably lower than that the traffic volume originally contemplated in the previously endorsed traffic report. According to Stantec, the original proposal would have generated 183 trips in the AM peak hour and 203 trips in the PM peak hour.*

394. Council's engineering unit also considered the traffic impact on the surrounding road network and made the following comments:

> *Stantec had undertaken peak hour traffic movement surveys at the Victoria Street/Burnley Street/Walmer Street intersection and at the Victoria Street/river Boulevard/Acacia Place intersection in December 2016. Although the traffic survey data may be outdated, the anticipated traffic volumes from the site and approved developments have been added to the base traffic volumes at the intersections. The traffic generated by the subject site would represent a relatively minor increase in the traffic volume at these intersections (1.3 to 2.6% of the total traffic volume).*

Although the traffic conditions at the two intersections are already constrained, it is agreed that the traffic generated by the subject site would not have a detrimental impact on the traffic operation of the surrounding road network.

395. Council's engineering unit are satisfied that the development peak hour volumes generated by the site is not unduly high and should not adversely impact the traffic operation of the surrounding road network, despite already constrained traffic conditions. Importantly, traffic impacts would be expected to be far worse with the approved development plan, featuring 548 car spaces and a greater number of dwellings/bedrooms.

396. The proposed public realm plans included in the landscape concept plans, prepared by Arcadia, identify the rationalisation of the median immediately in front of the basement entry that would enable vehicles to make a right turn movement onto River Boulevard. This is the only specific work relating to vehicle traffic, which forms part of conditions. All other public realm improvements external to the Site are for pedestrian and cycling amenity.

The provision of adequate loading facilities

397. The proposed basement level incorporates a generous waste storage area for loading of waste from various streams. The waste storage area includes sufficient area for the parking of a medium rigid vehicle proposed to collect the waste. Two (2) additional medium rigid vehicle parking spaces are located adjacent the waste storage/collection area for general loading activities. A car space loading bay is also located adjacent each lift/stair core to service residents needs.

398. Council's engineering unit have reviewed the access to and design of all loading bays and confirms that they are satisfactory. Furthermore, the extent of loading facilities is considered to be adequate and are much more generous than the approved development plan design.

The provision of safe and efficient pedestrian and cycle movement to, from and on the land and adjoining roads.

399. As discussed above, the development would enhance both the cycling and pedestrian connections in accordance with UD GUIDELINES design elements.

400. Enhanced connections are provided to the Capital City Trail, the Victoria Gardens Shopping Centre with new connections by way of the central plaza river link, as well as the improvements proposed to pedestrian and cycling amenity proposed within the River Boulevard and River Street connection public realm areas.

401. It is noted that the CDZ1 controls and UD Guidelines are silent on bicycle parking rates for dwellings. The Clause 52.34 statutory bicycle parking/facility requirements for the proposal are as follows:

    (a) 95 resident spaces;

    (b) 47 visitor spaces;

    (c) No shower / change room requirements, due to residential use.

402. Clause 52.34 does not strictly apply to the proposal due to the CDZ1 controls, these requirements provide guidance. The development provides a total of 425 additional resident spaces above (536 total) and 20 fewer visitor spaces below (27) the requirements of Clause 52.34. It is noted this is a substantial increase in the bike parking rate per dwelling compared to the approved development plan (which included 218 for 479 dwellings).

403. Council's Strategic Transport Unit has reviewed the proposed bicycle facilities and is satisfied with the number of bicycle parking spaces for residents but has recommended an additional four horizontal visitor spaces to be provided at ground level adjacent the Porte Cochere area. This has been included as a condition.

404. Council's Strategic Transport Unit has also recommended the following changes/details to be added to the plans to ensure the proposed bicycle facilities and associated ramp access/accessways are appropriately designed (which are included as conditions):

    (a) Dimensions to be provided for all internal access ways and door ways in bicycle storage areas, in accordance with AS2890.3;

    (b) Dimensions of doorways in bicycle storage areas;

    (c) Secondary access ramp from the Basement carpark to Bicycle Storage Zones 1, 2 and 3;

    (d) Introduce bicycle entry point to the northern side of Bicycle Parking Zone 4 to facilitate access from the carpark accessway; and

    (e) Provision made for bicycles to use the general car park accessways to access Bicycle Parking Zone 5.

405. Department of Transport (DoT) have made the following recommendations to improve bicycle infrastructure along River Boulevard:

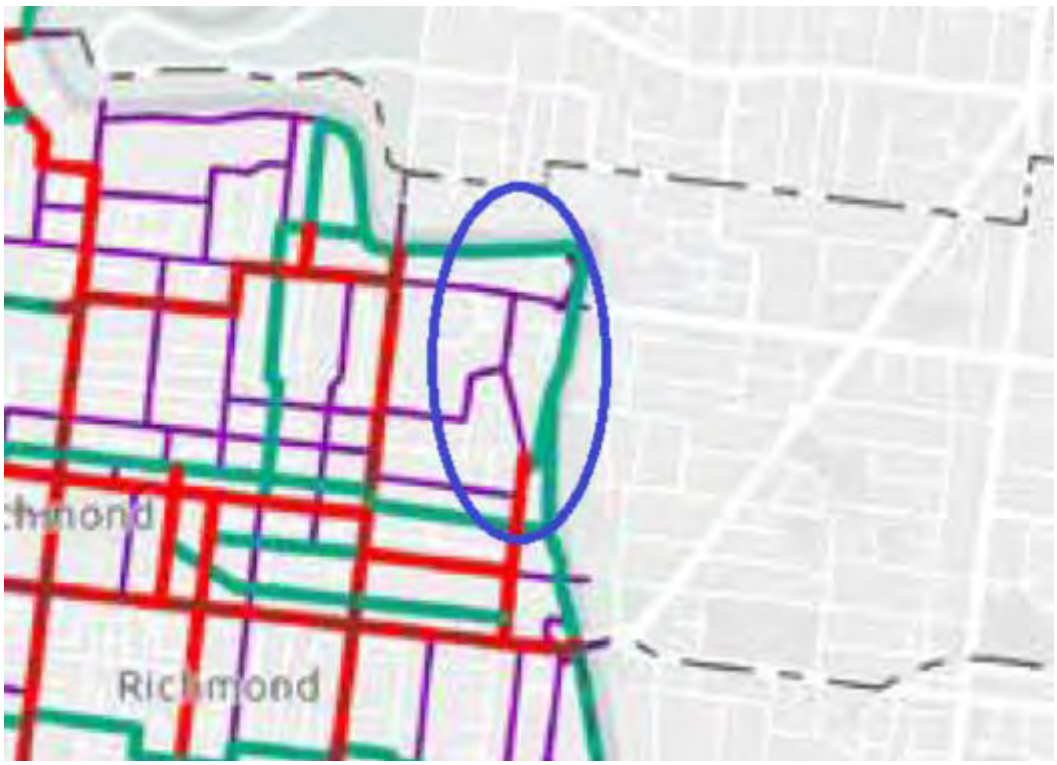
    (a) The bike lanes at the intersection of Victoria Street & River Boulevard should be reviewed and include bicycle head starts and "emerald green" bike lane treatments where reasonable.

    (b) The bike lane along River Boulevard (east side) should also be reviewed between Elain Court and Victoria Street. The bike lane ends in traffic lane and should be directed to a wider off road shared path to Elain Court and linked back to the on-road bike lane south of Elain Court.

    (c) Emerald green cycle treatments should also be provided along the frontage of the site on Riverside Boulevard.

406. Council's Strategic Transport unit also agree in principle with the need for bike infrastructure improvements recommended by DoT. However, they do not agree that bicycles should be using a shared path on the east side of River Boulevard at Victoria Street. This is due to the existing path being insufficiently wide and a shared path will introduce conflicts with the relatively high volumes of pedestrians in the area, which will significantly increase as a result of the proposed development.

407. The City of Yarra's recently-adopted Yarra Transport Strategy 2022-32 nominates River Boulevard as part of the municipality's bicycle network (see map below, River Boulevard highlighted in the blue circle). River Boulevard forms an important connection between several sections of the New Deal for Cycling Network (Council) and Strategic Cycling Corridors (State Government). Improved bicycle lanes on River Boulevard are identified as a project that will be undertaken in the future.



Images: Extract of City of Yarra New Deal for Cycling Network on River Boulevard Source: Yarra Transport Strategy 2022-32

408. The proposed development would significantly increase vehicle traffic and also generate additional demand for cycling in the immediate vicinity.

409. Council' strategic Transport Unit has recommended a number conditions to support future bicycle infrastructure improvements along River Boulevard, including:

    (a) *The indicative location for the future protected bicycle lanes on River Boulevard;*

    (b) *The existing on-street car parking spaces on River Boulevard will not be reinstated following construction; and*

    (c) *That the applicant will fund the design and approvals process for Council for protected bicycle lanes on the east side of River Boulevard, to prepare for Council to deliver this infrastructure at a future date.*

410. Conditions (a) and (b) above will be implemented through the public realm plan. Part (c) will not be pursued as this process needs to be considered as part of a broader strategy by Council versus being isolated to the development and is indeed already identified as future project. Conditions relating to (a) and (b) will at least ensure future bicycle improvements can occur without the constraint of removing on-street car parking spaces. Further, the development is subject to development (and community) levy contributions which contribute to upgrades to the precinct.

    Strategies for encouraging sustainable travel, including use of public transport and non-motorised travel.

411. The above assessment sections have outlined various design initiatives that support active transport modes to and from the Site (eg. pedestrian and cycling facilities).

412. The traffic report includes a framework for a Green Travel Plan ("GTP") which includes initiatives to encourage sustainable forms of transport, including welcome packs for new residents with maps of cycle and walking routes, and details to promote car pooling. A GTP is a useful tool to implement the sustainable transport initiatives outlined for the development and available in the surrounds to influence the travel behaviours of new residents within a development.

413. The DoT and Strategic Transport also support the need for a GTP and therefore this will be required prior to the occupation of any stage of the development.

Land subject to inundation

414. Although the site is exempt from the requirements of the LSIO that covers the site, Melbourne Water has provided relevant flood plain authority information. This is a relevant consideration to the CDZ1 provisions which seek to ensure that buildings and works along the Yarra River do not adversely affect drainage or flooding.

415. Melbourne Water's comments on the proposal are in the form of various recommended conditions as follows:

    1. *Prior to the endorsement of plans, amended plans must be submitted to Council and Melbourne Water addressing Melbourne Water's conditions. Plans must be submitted with surface and floor levels to Australian Height Datum (AHD) and must be modified to show:*

        a) *The top of the eastern wall/bunding of the Lower Ground Courtyard set no lower than 11.15 metres to AHD.*

    2. *The Building 03 & Building 06 must be constructed with finished floor levels set no lower than 600mm above the applicable graded flood level, which ranges from 10.60 metres to Australian Height Datum (AHD) at the northern property boundary down to 10.40 metres to AHD at the southern property boundary.*

    3. *Any openings into the basement from Building 03 and Building 06 (including doors, windows, vents etc.) must be set no lower than 600mm above the applicable graded flood level.*

    4. *Any entrances and openings to the Lower Ground Courtyard must be set no lower than 600mm above the applicable graded flood level of 10.55 metres to AHD.*

    5. *Prior to the issue of an Occupancy Permit, a certified survey plan, showing ground floor finished floor levels of Building 03 & Building 06 (as constructed) reduced to the AHD, must be submitted to Melbourne Water to demonstrate that the floor levels have been constructed in accordance with Melbourne Water's requirements.*

    6. *The open space within the flood extent of the Yarra River must be maintained at natural surface level or as otherwise approved by Melbourne Water to allow for the passage of floodwaters.*

    7. *Any new fencing within the flood extent of the Yarra River must be open style (minimum 50% open) or as otherwise approved by Melbourne Water to allow for the passage of floodwaters.*

    8. *Prior to the commencement of works, a separate application direct to Melbourne Water must be made for approval of the proposed jetty in accordance with Melbourne Water's Jetty Guidelines.*

416. These requirements will be included as conditions for an approved development, with the exception of Condition 8 that is no longer applicable due to the Jetty component being removed from the amended plans. It is noted that design of Buildings of 03 and 06 have a floor level of 11.2m AHD, which is a minimum of 600mm above the flood level per Condition 2 above. As a result, no additional building height will be required to comply with the above conditions. Subject to these conditions, the views of Melbourne have been appropriately considered to minimise potential flooding impacts.

Other matters relevant to the development plan

Open space contribution

417. Clause 22.12 of the Yarra Planning Scheme specifies requirements for a public open space contribution to be levied on larger development within the municipality. An agreement, in the

form of a cash contribution has already been executed for the whole of the CDZ1 area and therefore the policy requirements at this clause have already been satisfied.

418. As discussed above, the applicant is required to provide a further contribution as part of this development to facilitate the redevelopment of the playground at Annette's Place to offset overshadowing impacts.

Easements

419. There are a number of different easements that affect the land. These include access easements, and other infrastructure easements that may in part become redundant or require realignment as part of the development process. The applicant will be required to apply for a permit pursuant to the provisions at clause 52.02 of the Scheme before an easement can be created, removed or varied.

420. The ground floor of the proposed plans include blue hatching areas that highlight the planned location of two (2) stormwater easements to support the proposed development and the surrounding catchment. The location and design of these easements have not been considered as part of this application and will be required to removed from the development plans prior to approval.

421. Planning permit application PLN22/0091 involves 'early works' (including infrastructure work including stormwater design) and tree removal on the Site to facilitate the proposed development. This application has not yet been determined, pending the outcome of the subject development plan and planning permit applications.

Staging

422. The CDZ1 provisions allow the development of Victoria Gardens to be undertaken in stages. As discussed under the proposal section, the applicant is seeking the construction of the development in two stages. Given the basement must be constructed in the first stage, the timing between Stage 1 and 2 is not expected to be significant. On this basis, staging of the development is supported. Conditions throughout the recommendation have been drafted to allow some requirements for approval to be submitted in a staged manner.

Planning permit (reduction of the CDZ1 car parking requirements)

423. The proposed provision of car parking represents a significant reduction in parking when compared to the rates required within Section 18 of the CDZ1. The CDZ1 specifies a rate of 1.5 spaces per dwelling, which generates a requirement for 709 spaces for this development, and therefore a shortfall of 508 spaces across the site (or a reduced rate of 0.42 spaces per dwelling).

424. Section 18 of the CDZ1 allows for the number of spaces to be reduced or waived if the Responsible Authority is satisfied that the number of spaces required is unnecessary in the circumstances or can be provided on nearby land.

425. Before deciding on an application, the Responsible Authority must consider:

(a) *The likely demand for car parking spaces;*

(b) *The extent to which the various uses of the land are likely to generate different levels of demand at different times.*

(c) *The possible multi-use of car spaces*

(d) *The demand for car spaces generated by uses established in previous stages of the development*

(e) *The accessibility of the site to vehicle traffic*

(f) *The proposed layout of parking spaces*

426. To support the reduction in the statutory rate, a car parking demand assessment was undertaken by Stantec for the proposal.

427. With regards to the car parking demand generated by the proposed residential use, it is acknowledged that the statutory car parking rate outlined in the CDZ1 controls are conservative given the inner-city location of the subject site and proximity to alternative transport means.

428. It is well documented through recent decisions made by the Victorian Civil and Administrative Tribunal (VCAT) that modal shifts to reduce the reliance on the use of private motor vehicles is not only welcomed, but required, to ensure that a holistic planning approach to precincts that are designated for greater change is applied.

429. In the VCAT Red Dot Decision *Ronge v Moreland CC [2017]* VCAT 550 the Tribunal made the following key statements:

> *Our roads are already congested and will be unimaginably so if a 'business-as-usual' approach is accepted through until 2050. The stark reality is that the way people move around Melbourne will have to radically change, particularly in suburbs so well served by different modes of public transport and where cycling and walking are practical alternatives to car based travel.*
>
> *A car parking demand assessment is called for by Clause 52.06-6 when there is an intention to provide less car parking than that required by Clause 52.06-5.*
>
> *However, discussion around existing patterns of car parking is considered to be of marginal value given the strong policy imperatives about relying less on motor vehicles and more on public transport, walking and cycling. Census data from 2011 or 2016 is simply a snapshot in time, a base point, but such data should not be given much weight in determining what number of car spaces should be provided in future, for dwellings with different bedroom numbers.*
>
> *Policy tells us the future must be different.*
>
> *Oversupplying parking, whether or not to comply with Clause 52.06, has the real potential to undermine the encouragement being given to reduce car based travel in favour of public transport, walking and cycling.*
>
> *One of the significant benefits of providing less car parking is a lower volume of vehicle movements and hence a reduced increase in traffic movements on the road network.*
>
> *Based upon the findings within this recent decision, it would be inappropriate to merely adopt current car parking trends for the proposed development. Consideration needs to be given to the context and opportunities to encourage sustainable transport alternatives.*

430. Based upon the findings within these decisions, consideration needs to be given to the context and opportunities to encourage sustainable transport alternatives.

431. Council's Engineering Unit reviewed the parking demand assessment undertaken by Stantec and concurred with the findings. They also noted the following in support of the proposed reduction, having regard to decision guidelines set out in Clause 52.06 which are more current than the CDZ1 guidelines:

    (a) Parking demand for the dwellings:

> *It is understood that the development would be a Built to Rent (BTR) proposal. In a Built to Rent development, the dwellings are owned by the developer, who leases them*

out to tenants. With this housing model, parking would not be allocated to specific dwellings but would be offered to prospective residents at the beginning of their lease (subject to availability).

On-site parking for the dwellings would be provided at a rate of 0.41 spaces per dwelling. Stantec has sourced average car ownership data for the Richmond area from the 2016 ABS Census for flat-type dwellings in buildings with four storeys or more. The data indicates that studio type dwellings contain 0.22 cars per dwelling whereas one-bedroom dwellings and two-bedroom dwellings contain 0.66 and 0.77 cars per dwelling respectively.

Stantec has also indicated that the development of Lots 9 and 10 at Victoria Gardens was granted a permit, which included an on-site parking rate of 0.75 spaces per dwelling.

The proposed on-site parking rate of 0.41 spaces per dwelling is considered appropriate having regard to the site's proximity to the Victoria Gardens shopping centre and route 109 tram.

(b) Availability of Public Transport in the Locality of the Land

The following public transport services can be accessed to and from the site by foot:

(i) Victoria Street trams – 450 metre walk

(ii) Bridge Road trams – 900 metre walk

(c) Convenience of Pedestrian and Cyclist Access

The site is very well positioned in terms of pedestrian access to public transport nodes, shops, supermarket, places of employment and education and other essential facilities. The site also has good connectivity to the on- and off-road bicycle network.

(d) Relevant Local Policy or Incorporated Document

The proposed development is considered to be in line with the objectives contained in Council's Strategic Transport Statement. The site is ideally located with regard to sustainable transport alternatives and the reduced provision of on-site car parking would potentially discourage private motor vehicle ownership and use.

(e) Other Relevant Considerations

As a Built to Rent type development, parking would be allocated on an as-needed basis.

In addition, prospective tenants would not be eligible to apply for on-street resident and visitor parking permits.

432. The proposal also incorporates 510 resident bicycle spaces and 21 visitor spaces (subject to conditions), which represents more than one space per dwelling to help promote sustainable transport modes. This ratio is supported by Council's Strategic Transport Unit for the proposed reduction of car parking requirements.

433. To further help promote the use of sustainable transport modes it is noted that the applicant is committed to the preparation of a Green Travel Plan for residents (as stated in the applicants Traffic Impact Assessment). This will be required and implemented by condition.

434. The applicant has also indicated support for allocating four (4) car spaces within the basement for 'car share' purposes. This will further respond to any car parking demand from residents, which will be required by condition.

435. Having regard to the above, the proposed car parking reduction is supported and consistent with the intent of Clause 18.01-3S and 21.06, which seeks to reduce car dependency. The planning permit would be tied to the development to an approved development plan.

Public comments to the development plan

436. Many of the objector issues have been discussed within the body of the report as shown below. Outstanding issues raised are addressed below.

Built form and design

Issues relevant to built form and design are discussed within paragraphs 183 – 227.

Amenity

Amenity issues are discussed within paragraphs 259 – 286.

Landscaping and open space

Landscaping issues are discussed within paragraphs 228 – 258.

Access, traffic and transport related matters

Traffic and transport issues are discussed within paragraphs 381 – 411. The reduction of car parking requirements is discussed under the planning permit assessment below.

ESD

(b) The proposal will contribute negatively to urban heat island effect;

The proposal incorporates greater open space and canopy coverage than the approved development plan. As such, a lower urban heat island effect is expected to occur from the proposed development.

Social impacts

(c) Health impacts from loss of trees;

Whilst the removal of 39 trees is proposed, the proposal includes the planting of approximately 150 trees throughout the Site, which will result in a net increase in canopy coverage once trees are established.

(d) The proposal creates a gated community;

The proposal incorporates positive publicly accessible areas throughout the Site.

(e) The dwellings could be for public housing;

The use of the land for dwellings is 'as of right' under the CDZ1 controls. As such, it would be unreasonable to condition the proposal to exclude public housing opportunities despite the proposal targeted for the private rental market.

(f) Café's are poorly located for activation purposes;

Food and drink premises detailed in the original proposal have been removed from the amended development plan.

(g) Build to rent typology is out of character with surrounding housing typologies;

The use of the land for dwellings is 'as of right' under the CDZ1 controls. The design of the development has significant planning merit in isolation regardless if it operates as built to rent model (as purported) or a typical residential development.

(h) Oversupply of 1 and 2 bedroom apartments typologies in the area.

(i) Lack of accommodation for families due to only 1 and 2 bedroom apartments proposed.

No 3 bedroom+ apartment types are included in the proposal. However, the proposal incorporates a range of studio, 1 bed and 2 bed typologies that vary in internal area. Many apartments also have studies or generous storage areas to cater for the hybrid working conditions that are more prevalent post-COVID-19.

(j) The proposal detracts from the social, community and cultural aspects of the precinct, including Annette's Place;

The above built form and landscaping assessment confirms that the proposal is considered to be consistent with the relevant purpose, policies and guidelines of the CDZ1, including its public realm interface with the Yarra River environs, Annettes Place, River Boulevard and Christine Crescent. The formalisation of public access throughout the Site, particularly between River Boulevard and the Yarra River will be a positive contribution to social, community and cultural aspects of the precinct.

(k) Reduced public access to the parklands;

The proposal includes a publicly accessible east-west link running centrally throughout Site joining River Bouelvard with the Main Yarra Trail, together with a public link to Christine Court. No formal public access to adjoining open space is provided on the Site at present, only informal access. As such, the proposal will improve these connections.

Other matters

(l) Potential flooding risk over the land;

This address via Melbourne Water conditions 2-8.

(m) Potential soil contamination on the Site (former Vickers Ruwolt factory);

An advisory note is included in the recommendation regarding the Environmental Audit Overlay requirements that apply to the land.

(n) The riverbank should not be considered part of the Site and instead the boundary taken from the top of the river bank, per Land Act;

The extent of the Site has been defined by title boundaries of the three lots described under the site description at paragraphs 44 - 52, consistent with the approved development plan. This has included part of the river bank, which is under private ownership. Parks Victoria have advised that Lot 5 of PS4155801 is currently under an ex-MMBW 99 year leasehold from 1989 which was created to implement Bicentennial funding for the Capital City Trail. This is not detailed on the Registered Search Statement. Future management / lease arrangements of river frontage land is subject to separate legislation.

(o) The plans on notice were incorrectly described as seven storeys;

This is correct. Additional letters were sent to all notified properties on 18 May 2022 which corrected the proposal description to correctly refer to building height up to (8) storeys.

(p) Adjoining apartments were marketed for sale with access to courtyard (northern communal open space)

Whilst the existing northern pocket park is to be demolished, the proposal includes the re-establishment of the northern pocket park with public access maintained.

(q) Loss of emergency access provided by northern communal open space on the Site;

The requirements of emergency access and facilities will be assessed at the building permit stage of the development.

(r) Insufficient infrastructure in the area to support the additional dwellings;

As discussed under 'on-site amenity', any additional infrastructure required by the development will need to be accommodated on-site in appropriate manner. Further, the proposal is subject to development and community levy contributions, which can be used to improve development and community infrastructure in the surrounding area.

(s) Inconsistent with Yarra River Corridor Strategy, Yarra Climate Action Plan and Yarra Protection Act 2017;

(t) Inconsistent with Yarra River Protection controls within the Yarra Planning Scheme (VC121, GC48);

The assessment of the proposed development must be made in relation to the relevant provisions of the Yarra Planning Scheme. In this regard, the proposal is considered to be consistent with the relevant planning scheme provisions, particularly the CDZ1 controls.

(u) Council should purchase the land for open space;

Council's Open Space Strategy (YOSS) does not identify the Site as a private land area that should be acquired for public open space purposes.

(v) general disturbance from construction activity;

Disturbance from construction activities will be managed at the Building Permit stage, a Construction Management Plan will be required via condition to ensure the construction is managed in accordance with Council policies and procedures.

(w) reduced security to surrounding residents;

The proposed dwellings will significantly increase the passive surveillance of the adjoining public realm compared to the current conditions of the Site. Appropriate lighting to all publicly accessible areas is also required by condition.

(x) loss of views;

There is no legal right to a view and further there are no planning controls within the Yarra Planning Scheme which seek to protect views from Smith Street to longer distant natural or man-made features within surrounding suburbs. Loss of view is not therefore a material consideration in this determination of this application.

(y) reduction in property values;

The impact on property values is not a consideration within the Planning Scheme or the Objectives of the Planning and Environment Act 1987.

(z) Consultation requested with the Birrarung Council statutory body;

This is not a requirement of this development plan approval process.

(aa) Insufficient time to provide comment on the development plan (requests for additional time refused);

Section 16 of the CDZ1 controls states that display the plan for public comment for no longer than 28 days. The display period undertaken by Council was 28 days, consistent with this requirement.

Conclusion

437. The proposed development plan, subject to the changes set out within this report, is considered to demonstrate a high level of compliance with provisions of the CDZ1, notably the guidelines for approving plans, the BEPP, and fulfils the principle of the zone being to encourage the comprehensive redevelopment of land on the south side of Victoria Street between Burnley Street and the Yarra River.

438. The planning permit for the reduction of car parking associated with the proposed development is considered to provide for a rate of parking that reflects an appropriate demand for the development, consistent with the decision guidelines of the CDZ1. The application is therefore considered acceptable.

RECOMMENDATION

Recommendation 1: Development Plan

That having considered all submissions and relevant planning documents, the Committee resolves that it approve the Development Plan for the staged construction of six (6) buildings, to a maximum height of eight (8) storeys containing dwellings and one level of basement car parking, subject to the following conditions:

Amended Development Plan

1. Prior to the commencement of the development, an amended Development Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Development Plan will be endorsed and will then form part of this approval. The Development Plan must be drawn to scale with dimensions, and three copies must be provided. The Development Plan must be generally in accordance with the decision plans but modified to show:

Sketch plans

(a) The changes as depicted on the "Sketch" plans (revised southern elevation and Level 02 plan) prepared by Bates Smart, with plot dates of 15 and 16 November 2023, including:
   (i) Southern facade of Building 4 further articulated with the introduction of Juliet balconies;
   (ii) Additional screening to internal corner balcony/window junctions of the buildings to reduce internal overlooking;
   (iii) Note added regarding 'maintenance access only' doors to vertical garden areas adjacent building connecting corridor areas; and
   (iv) Modified bedroom/bathroom and living/dining internal areas for various apartments on Level 02).

Built form

(b) A survey plan prepared showing:
   (i) Building 01 to have a parapet/roof structure height of no greater than 31m AHD;
   (ii) Building 04 to have a parapet/roof structure height of no greater than 37m AHD;
(c) Any changes required by Melbourne Water conditions (Conditions 2 – 8);
(d) Elevations of the proposed substation detailing all external finishes to a high quality appearance;
(e) Show the outline of south facing balconies of adjoining apartment building at 15 River Boulevard on floor plans to depict accurate building separation;
(f) Details and sections of all privacy screen treatments throughout the development, particularly at internal corner junction areas;

Site layout and connectivity

(g) An additional plan that clearly shows areas/locations for public access;
(h) Remove hatching and reference to 'proposed stormwater easement';
(i) The central plaza path pinch adjacent the northeast corner of Building 04 to be increased to a minimum path width of 2m and combined path and landscaping width of 4m;
(j) Removal of the alcove/rebate to the northern ground level entry of Building 01;

(k) Removal of pinch point at the northwest corner of Building 01 for the ground level walk/cycle way running parallel with the basement vehicle entry;
(l) The northern ground floor entry to Building 01 re-designed to remove the rebate;
(m) An annotation on the ground floor plan stating that Public Land Manager Consent is required for the proposed path and ramp connections to the Main Yarra Trail, where works extend beyond title boundaries;
(n) Redesign of the switch back ramp on the Yarra River embankment, so that no works extend beyond the title boundaries;

Traffic engineering and sustainable transport

(o) Relocation of basement columns so that they do not encroach the parking space envelopes as required by *Diagram 1 Clearance to car parking spaces* in Clause 52.06-9;
(p) Vehicle crossing ground clearance cross sectional drawing (1:20 scale) to demonstrate a B99 design vehicle accessing and exiting the site at the River Boulevard vehicle entrance without scraping or 'bottoming out' and to show the follow spot levels:
    (i) the reduced level 2.0 metres inside the property;
    (ii) the property boundary level;
    (iii) the bottom of kerb (invert) level;
    (iv) the edge of the channel level; and
    (v) a few levels on the road pavement.
(q) The allocation of four (4) car share car parking spaces within the basement level;
(r) Four (4) additional horizontal bicycle parking spaces to be provided in the central courtyard area;
(s) The provision of an additional 20 visitor bicycle spaces throughout the Site (an associated reduction of resident bicycle spaces can be made);
(t) Dimensions of all relevant doors, ramps and access ways noted to demonstrate compliance with Australian Standard AS2890.3 or to the satisfaction of the Responsible Authority;
(u) Amendment of access to Bicycle Storage Zone 5 to ensure a clear width of at least two metres in the access corridor at all times, and:
    (i) provision included in the carpark design to allow people on bicycles to safely utilise the general carpark accessways;
(v) Reference to a minimum 40A single phase electrical sub circuit to be installed throughout the basement car parking areas for 'EV readiness';
(w) The location of electric bicycle charging adjacent to spaces suitable for electric bicycles to use (i.e horizontal on-ground spaces with sufficient widths to accommodate a larger electric bicycle, as per AS2890.3 Appendix A – 'cargo bicycle' and Section 2.2.8);

Apartment Design

(x) Replicate modified bedroom/bathroom and living/dining internal areas for various apartments shown on the Level 02 sketch plan (referred to in part (a)(iv) above), replicated in comparable apartment typologies throughout other levels of the proposed buildings;
(y) Typology plans for all apartment types, including detail consistent with the typology plans included with the urban context report;
(z) Compliance with Standard D18 of Clause 58.05-1 (Accessibility);
(aa) Compliance with Standard D21 of Clause 58.05-4 (Storage);
(bb) All secondary bedrooms for each 2 bed apartment to have a minimum internal dimension of 3 metres;
(cc) Provision of a window to the east facing bedroom of apartment no. 4.00.002;
(dd) Setback the balcony area of 3.00.010 and 6.00.005 at least 2 metres from the top of the embankment;
(ee) Apartment 1.01.009 northern walls and balcony edge to be setback a minimum of 5.085 metres (in line with the external wall of Levels 2-5), excluding column detail;

(ff) Incorporate a south facing window to the bedrooms of apartments 4.06.003 and 4.07.003;

Management plans

(gg) Layout of landscaping areas, consistent with the amended Landscape Plans (internal to title boundaries) required by Condition 24;
(hh) any changes required by the amended Sustainable Management Plan (Condition 14);
(ii) any changes required by the amended Wind Report (Condition 17);
(jj) any changes required by the amended Acoustic Report (Condition 22);
(kk) any changes required by the Tree Management Plan required by Condition 30.

2. The development as shown on the endorsed Development Plan must not be altered without the prior written consent of the Responsible Authority.

Melbourne Water (Conditions 3-9)

3. Prior to the endorsement of the Development Plan, amended plans must be submitted to Council and Melbourne Water addressing Melbourne Water's conditions. Plans must be submitted with surface and floor levels to Australian Height Datum (AHD) and must be modified to show:
   (a) The top of the eastern wall/bunding of the Lower Ground Courtyard set no lower than 11.15 metres to AHD.

4. The Building 03 & Building 06 must be constructed with finished floor levels set no lower than 600mm above the applicable graded flood level, which ranges from 10.60 metres to Australian Height Datum (AHD) at the northern property boundary down to 10.40 metres to AHD at the southern property boundary.

5. Any openings into the basement from Building 03 and Building 06 (including doors, windows, vents etc.) must be set no lower than 600mm above the applicable graded flood level.

6. Any entrances and openings to the Lower Ground Courtyard must be set no lower than 600mm above the applicable graded flood level of 10.55 metres to AHD.

7. Prior to the issue of an Occupancy Permit for any stage of the approved development, a certified survey plan for that stage must be prepared showing ground floor finished floor levels of Building 03 & Building 06 (as constructed) reduced to the AHD, and must be submitted to Melbourne Water to demonstrate that the floor levels have been constructed in accordance with Melbourne Water's requirements.

8. The open space within the flood extent of the Yarra River must be maintained at natural surface level or as otherwise approved by Melbourne Water to allow for the passage of floodwaters.

9. Any new fencing within the flood extent of the Yarra River must be open style (minimum 50% open) or as otherwise approved by Melbourne Water to allow for the passage of floodwaters.

Staging

10. In conjunction with the submission of the amended plans under Condition 1 a staging plan must be submitted to and approved to the satisfaction of the Responsible Authority. The staging plan as necessary must include plans and written details of staging of the development. The development must proceed in the order of the stages as shown on the endorsed plan(s), unless otherwise agreed in writing by the Responsible Authority.

Building Height

11. Written confirmation by a Licensed Land Surveyor must be provided to the Responsible Authority verifying the following:
    (a) Building 01 does not exceed 31 metres AHD; and
    (b) Building 04 does not exceed 37 metres AHD.

    This must be provided at the completion of the parapet structure and at final inspection.

Façade Strategy

12. In conjunction with the submission of the amended development plan 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 Development Plan. This must detail:

    (a) elevation drawings at a scale of 1:20 illustrating typical entries and doors, and utilities and typical facade details;
    (b) section drawings to demonstrate façade systems, including fixing details and joints between materials or changes in form;
    (c) details of all services, to be integrated with into the design of the proposed buildings;
    (d) information about how the façade will be maintained, including any vegetation; and
    (e) a detailed materials schedule with digital samples of proposed materials and coloured drawings outlining colours, renders, materials and finishes graffiti proofing of walls.

13. As part of the ongoing consultant team, Bates Smart or an architectural firm to the satisfaction of the Responsible Authority must be engaged to:
    (a) oversee the 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.

Sustainable Management Plan

14. Before the development commences, an amended SMP must be submitted to and approved by the Responsible Authority. When approved, the amended SMP will be endorsed and will form part of this Development Plan. The amended SMP must be generally in accordance with the Sustainable Management Plan dated 28 September 2022, prepared by Stantec, but updated to include the following (unless otherwise agreed):

    (a) Reference to the revised plans required by Condition 1;
    (b) Amend shading strategy for the West facing windows to include vertical fins (like the North facing windows) or alternative external shading option as agreed.
    (c) Provide details of the proposed HVAC system (and consider 3 pipe VRF or heat pump alternative).
    (d) Clarify ventilation strategy for the basement carpark
    (e) Update rooftop plans to indicate location, size and number of panels per PV system (i.e. 2x 20kW systems as per SMP)
    (f) Provide a copy of the Green Star Water Use Calculator to support claims of reducing water use by 40%.
    (g) Provide more information on the OceanGuard and Jellyfish filtration devices included within the MUSIC model (or similar), noting that over reliance on proprietary devices is not acceptable to the City of Yarra.
    (h) Clarify the inclusion of recycled materials (i.e. bricks) or products with post-consumer content (i.e. insulation) and/or commit to the ‘Responsible Structure’ credit and have 80% of structural components (by cost) meet a Responsible Products Value score or at least 10.
    (i) Provide a copy of the Green Star Buildings Upfront Carbon Emissions Calculator to

support claim.

(j) Clarify extent (by cost or weight) of recycled and certified timber (FSC / PEFC) strategy.

(k) Confirm whether PVC will be included in hazardous materials survey, and if not consider best-practice strategies to reducing or replacing PVC components.

(l) Clarify misalignment between bicycle parking numbers and amend documentation accordingly.

(m) Confirm that the Sustainable Transport Plan will include details of surrounding car share locations.

(n) Prior to development, provide a copy of the Sustainable Transport Plan (Green Travel Plan).

(o) Amend material schedule within architectural pack to include SRI specifications for external elements (paving and roofing) that makes up the 75% relied upon for GS credit.

15. The provisions, recommendations and requirements of the endorsed Sustainable Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

16. Prior to the occupation of any stage of the development approved, a report from the author of the sustainable management plan, approved pursuant to this development plan, or similarly qualified person or company, must be submitted to the Responsible Authority. The report must be to the satisfaction of the Responsible Authority and must confirm that all measures specified in the sustainable management plan have been implemented in accordance with the approved plan for that stage.

Wind

17. Before the development commences, an amended Wind Assessment Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Wind Assessment Report will be endorsed and will form part of this Development Plan. The amended Wind Assessment Report must be generally in accordance with the Wind Impact Statement prepared by MEL Consultants and dated 28 September 2022, but modified to include or show (unless otherwise agreed):

(a) Assessment of the amended plans referenced at condition 1;

(b) Balconies to achieve a minimum of the standing comfort criterion;

(c) The centrally located public open space seating and roof terrace seating areas on Building 03 and 06 to achieve the sitting comfort criterion;

to the satisfaction of the Responsible Authority.

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.

Waste Management Plan

19. Before the development commences, the Waste Management Plan prepared by WSP and dated September 2022 must be submitted to Council. When approved, the Waste Management Plan will be endorsed and form part of this Development Plan.

20. The provisions, recommendations and requirements of the endorsed Waste Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

21. The collection of waste from the site must be by private collection, unless with the prior

written consent of the Responsible Authority.

Acoustic Report

22. In conjunction with the submission of development plans under Condition 1, an amended Acoustic Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Report will be endorsed and will form part of this Development Plan. The Report must be generally in accordance the acoustic report prepared by Acoustic Logic, dated 3 August 2022, but modified to include:
    (a) Reference to the revised plans required by Condition 1;
    (b) A statement from Salta Properties/land owner about rooftop plant at the nearby BAE building (40 River Boulevard) and the Victoria Gardens Shopping Centre and recommended acoustic mitigation measures as required.
    (c) The internal design targets for commercial/industrial noise be calculated using the SEPP N-1 indoor noise limits (i.e. the external limits minus 15 dB). The criteria should be met for any 30 minute period, taking into consideration any relevant corrections for noise character, as per SEPP N-1 and Noise Protocol guidance.
    (d) The acoustic assessment (for all aspects of the development) to reference the amended building design referred to in Condition 1;
    (e) State the maximum source level for the carpark gate in Section 11.2 of the acoustic report.
    (f) Remove reference to car stackers.

    Once endorsed, the Report must not be modified except with the written consent of the Responsible Authority.

23. The recommendations and requirements of the endorsed Acoustic Report must be implemented and complied with to the satisfaction of the Responsible Authority.

Landscape Plan (internal to title boundaries)

24. 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 Development Plan. The amended Landscape Plan must be generally in accordance with the Landscape Plan prepared by Arcadia and dated 06 February 2023, but modified to include or show (unless otherwise agreed by Council):
    (a) Reference to the revised plans required by Condition 1;
    (b) Tree retention/removal plan updated to show the retention of Trees 54 (River Sheoak) and 39 (Spotted Gum);
    (c) Tree protection plan, showing tree protection zones, consistent with the Tree Management Plan required at Condition 30;
    (d) Detailed way finding strategy, including sign locations, details and sign content of signs within title boundaries;
    (e) Details of shade structures and furniture within publicly accessible or communal open spaces;
    (f) Demonstrate that plantings along the River Boulevard front setback at ground level

have been selected to adequately soften the appearance of private open space palisade fencing;

(g) Provide elevations and detail drawings of all fencing types that is consistent with the requirements of Condition 8;

(h) Provide plant schedules with the following information – the proposed plant species (botanical and common name), installation size, width x height at maturity, and plant numbers;

(i) 'Advisory list of environmental weeds in Victoria' and the provision of native species to foster local fauna and biodiversity. The Yarra River embankment plant species need to consider sourcing local provenance plants, the relevant Victorian Bioregion EVC guidelines, bank stabilisation and weed management;

(j) Provide a planting plans showing the location of proposed planting and plant numbers and species, as well as a legend containing key features, materials and surfaces;

(k) Provide detail drawings for raised planters – showing dimensions, drainage, lining, materiality and growing media type. Volumes of growing media need to be adequate for the plant species proposed, particularly for trees;

(l) Show clearly on the planting plan the location of the basement and areas of planting into natural soils;

(m) Sections/ Elevations need to show dimensions for soil depth where raised planters are included – particularly for trees;

(n) Provide engineering certified drawings for the ramp on the embankment.

(o) Provide notes on proposed irrigation;

(p) Provide a maintenance schedule, including task details and frequency; the means of maintenance access will need to be shown/ notated;

(q) Supply Landscape Technical Specifications including site preparation, plant procurement, furniture materials, soils, planting and establishment and maintenance specifications.

25. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the landscaping works shown on the endorsed Landscape Plan must be carried out and completed to the satisfaction of the Responsible Authority. The landscaping shown on the endorsed Landscape Plan 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.

Public Realm Plan

26. Before the development commences (excluding bulk excavation and early works), or by such later date as approved in writing by the Responsible Authority, a Public Realm Plan suitable for construction and prepared by a qualified Landscape Architect (or other suitable profession) for the development must be submitted to and approved by the Responsible Authority. The plan must be generally in accordance with the River Boulevard Streetscape Plans (p. 27 and 28 of the landscape plans prepared by Arcadia, dated 6 February 2023) and

modified to show the following (or otherwise agreed):

(a) Changes to plan:

(i) Layout plan indicating all existing and proposed features and surface levels
(ii) The 2m wide footpaths notated as '2m unobstructed clear access'.
(iii) Relocate the small garden bed at the southern end of the service road (east side) so that it is consolidated with the garden beds along the property boundary.

(iv) Ensure that the existing desire line from the River Street link to the west side of the service road are accommodated.
(v) Provide traffic calming measures to the service road to facilitate safe access for people on bikes, including speed reduction and reducing the width of the existing speed bumps.
(vi) Ensure the new kerb ramp providing access from the service road to the shared path (linking to River Street) matches the width of the shared path plus tapers of 300mm either side to provide a consistent travel path. a 1:15 gradient for the ramp, subject to review and to the satisfaction of the Responsible Authority.
(vii) Investigate the conversion of the existing zebra crossing of the Vickers Drive vehicle entry from River Boulevard into a raised pedestrian-priority crossing.
(viii) Notations stating that car parking spaces are not to be reinstated along the River Boulevard frontage at the completion of the development.
(ix) Depict indicative future protected bicycle lanes on River Boulevard.

(b) Plans to show (including but not limited to):

(i) Incorporate details/sections as required.
(ii) Extent of proposed and existing pavements and any other proposed infrastructure improvements and changes.
(iii) All existing and proposed streetscape infrastructure on all relevant plans including but not limited to light poles, drains and street signs.
(iv) Any proposed external street furniture including seats and bike parking.
(v) Materials including any surface treatments, edges, landscaping and drainage.
(vi) Clearly dimensioned elements including pedestrian paths and parking bays;
(vii) Property boundaries to clearly show private and Council land.
(viii) All existing and proposed levels and surface grades.
(ix) All existing and proposed and required drainage infrastructure improvements to responsible authority satisfaction.
(x) Trees and other plantings.
(xi) References to standard details and provision of typical details where required.

(c) Plans must be consistent with the civil work and landscape detailed plans required at Condition 28.

All to the satisfaction of the Responsible Authority.

27. Before any stage of the buildings are occupied or at a later date as agreed in writing by the Responsible Authority, all works associated with the Public Realm Plan as shown on the endorsed plans and Public Realm Plan (referred to in Condition 26) must be fully constructed and completed by the Development Plan holder, with all costs borne by the Development Plan holder, to the satisfaction of the Responsible Authority.

Civil and landscape detailed design

28. Prior to the commencement of construction of the development or by such later date as is approved by the Responsible Authority (Council), detailed design plans (Civil and Landscape) for the proposed public realm areas shown on the public realm plans required at Condition 26

must be prepared, submitted and approved by the Responsible Authority (Council). When approved, the plan will be endorsed and will then form part of the Development Plan. The Detailed Design plans must include, but not be limited to, the following:

(a) Detailed layout plan indicating all existing and proposed features and surface levels
(b) Longitudinal sections along the property boundary, back of kerb and invert of the channel
(c) Cross sections from property boundary to property boundary at 5 metre intervals indicating existing and proposed levels at changes in grade.

(d) Stormwater drainage in accordance with the Council approved stormwater strategy, including design computations, longitudinal sections, pit schedule and details.
(e) Detailed layout (size, depth, location) of existing and proposed service utilities, including private property connections to each type.
(f) Public lighting plan, including proposals for any temporary lighting.
(g) Signage & line marking plans indicating the existing and proposed changes.
(h) All streetscape details in accordance with the Urban Design and Open Space departments within Council.
(i) All surfaces must be designed in accordance with DDA requirements.
(j) Distinct delineation between public and private land along all interfaces.
(k) All private aspects / infrastructure must be located within the private property boundary and not protrude into the public road reserve.
(l) Existing surface levels must not be altered unless approved by the Responsible Authority. To obtain DDA compliant surface grades the finished surface levels within the private property must be adjusted.

29. Before any stage of the buildings are occupied or by such later date as agreed in writing by the Responsible Authority, all associated works shown on the endorsed Civil and Landscape Detailed Designs Plans must be fully constructed and completed by the Development Plan holder, all to the satisfaction of the Responsible Authority. The public realm areas must be delivered in accordance with Council's document *'General Requirements for the Delivery of Public Realm Works'*.

Tree Protection

30. Before the development commences, a Tree Management Plan to the satisfaction of the Responsible Authority must be prepared by a suitably qualified Arborist and must be submitted to and approved by the Responsible Authority. When approved the Tree Management Plan will be endorsed and will form part of this Development Plan. The Tree Management Plan must make recommendations for:

(a) the protection of all trees to be retained on Site, all street trees along River Boulevard frontage to be retained and all trees within 10 metres of the title boundaries on adjoining land:
    (i) pre-construction;
    (ii) during construction; and
    (iii) post construction
(b) the provision of any barriers;
(c) any pruning necessary; and
(d) watering and maintenance regimes,

to the satisfaction of the Responsible Authority.

31. The provisions, recommendations and requirements of the endorsed Tree Management Plan must be complied with and implemented to the satisfaction of the Responsible Authority.

Car Parking

32. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the area set aside on the endorsed plans for the car parking spaces, access lanes, driveways and associated works must be:
    (a) constructed and available for use in accordance with the endorsed plans;
    (b) formed to such levels and drained so that they can be used in accordance with the endorsed plans;
    (c) treated with an all-weather seal or some other durable surface; and
    (d) line-marked or provided with some adequate means of showing the car parking spaces,
    all to the satisfaction of the Responsible Authority.

33. Before the use and development commences, a 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 Development Plan. The Car Park Management Plan must address, but not be limited to, the following:
    (a) the number and location of car parking spaces, including DDA spaces;
    (b) the management of car parking spaces and security arrangements for employees of the development;
    (c) details of way-finding, cleaning and security of end of trip bicycle facilities;
    (d) policing arrangements and formal agreements;
    (e) a schedule of all proposed signage including directional arrows and signage, informative signs indicating location of disabled bays and bicycle parking, exits, restrictions, pay parking system etc;
    (f) details regarding the management of loading and unloading of goods and materials; and
    (g) Instructions to employees and patrons that they must only use the car parking facilities provided on site or which are otherwise available to the public.

34. 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.

35. Before any stage of the buildings are occupied, or by such later date as approved in writing by the Responsible Authority, a notice showing the location of car parking 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.

Green Travel Plan

36. Before the occupation of any stage of the development, a Green Travel Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Green Travel Plan will be endorsed and will form part of this Development Plan. The amended Green Travel Plan must include (or show):
    (a) Green Travel plan initiatives detailed in Table 5.1 of the Traffic Impact Assessment, prepared by Stantec, dated 30 September 2022;
    (b) Operation details of the proposed car share car parking space within the basement level;
    (c) security arrangements to access the employee and visitor bicycle storage spaces;
    (d) signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3; and
    (e) provisions for the GTP to be updated not less than every five years;

    to the satisfaction of the Responsible Authority.

37. The provisions, recommendations and requirements of the endorsed Green Travel Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

Road Infrastructure

38. Before any stage of the buildings are occupied, or by such later date as approved in writing by the Responsible Authority, any redundant vehicular crossings must be demolished and re-instated as standard (asphalt) footpath and kerb and channel:
    (a) at no cost to the Responsible Authority (inclusive of the cost of modifying any parking signs or road markings for parking bays (where required); and
    (b) to the satisfaction of the Responsible Authority.

39. Before any stage of the buildings are occupied, or by such later date as approved in writing by the Responsible Authority, any damage to Council infrastructure resulting from the development must be reinstated:
    (a) At the Development Plan holder's cost; and
    (b) To the satisfaction of the Responsible Authority.

40. Before any stage of the buildings are occupied, or by such later date as approved in writing by the Responsible Authority, any new vehicle crossings must be constructed:
    (a) in accordance with any requirements or conditions imposed by Council;
    (b) at the Development Plan holder's cost; and
    (c) to the satisfaction of the Responsible Authority.

Public Lighting

41. Before the development commences, a Public Lighting Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The Public Lighting Plan must address lighting along the insert street name or lane number and the entrances to the approved building. When approved, the Public Lighting Plan will be endorsed and will form part of this Development Plan. The Public Lighting Plan must provide for:
    (a) all pedestrian access to the proposed residential/multipurpose development at 25 River Boulevard must be lit by public lighting installations as specified in the *Australian Standard AS 1158.3.1:2020 Lighting for roads and public spaces*.
    (b) new poles and luminaires must be sourced from the relevant power authority's standard energy efficient luminaires list and comply with relevant CitiPower technical requirements;
    (c) consultation with affected property owners to be undertaken by the developer with respect to the location of any new pole/s and light/s (if required);
    (d) light spillage into the windows of existing and proposed residences must be avoided or minimised and should comply with the requirements of *Australian Standard AS 4282 - 2019 Control of the obtrusive effects of outdoor lighting*;
    (e) the locations of any new light poles must not obstruct vehicular access into private properties; and
    (f) the provisions, recommendations and requirements of the endorsed Public Lighting Plan must be implemented and complied with at no cost to Council and to the satisfaction of the Responsible Authority.

Section 173 Agreement (public access)

42. Within six months of the commencement of works 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, by which the owner covenants that, in addition to the usual section 173 agreement acknowledgements and covenants, it shall:

    (a) keep those parts of the Site and 40 River Boulevard depicted as publicly accessible in the endorsed landscape and/or public realm plans (as the case may be) (the publicly accessible areas) permanently available for the public to use;
    (b) at the owner's cost, be responsible for maintaining the publicly accessible areas to the

satisfaction of the Responsible Authority;
(c) at the owner's cost, obtain and maintain public liability and professional indemnity insurance over the publicly accessible areas in an amount and subject to such conditions as approved by the City of Yarra;
(d) pay the responsible Authority's reasonable costs in the preparation, execution and recording of the agreement

43. 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 reasonable costs borne by the Responsible Authority.

Annettes Place playground redevelopment

44. Before any stage of the buildings are occupied, or such other event or date that the Responsible Authority may agree to in writing, the sum of $200,000 (said sum) must be paid to the Responsible Authority, for the Responsible Authority to hold and either:
(a) apply to the upgrade, relocation and/or replacement of the Annettes Place Reserve playground (playground) within 5 year(s) (said period) of the payment being made, or
(b) return such part of the said sum that the Responsible Authority has not spent on the upgrade, relocation and or replacement of the playground within the said period, or
(c) return the whole of the said sum if the Responsible Authority has not upgraded, relocated and/or replaced the playground within the said period.

General

45. Before any stage of the development is occupied, or by such later date as approved in writing by the Responsible Authority, all screening and other measures to prevent overlooking as shown on the endorsed plans for that stage must be installed to the satisfaction of the Responsible Authority. Once installed the screening and other measures must be maintained to the satisfaction of the Responsible Authority.

46. All buildings and works must be maintained in good order and appearance to the satisfaction of the Responsible Authority.

47. The amenity of the area must not be detrimentally affected by the construction, including through:
(a) the transport of materials, goods or commodities to or from 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.

48. The development must at all times comply with the noise limits specified in the Environment Protection Regulations under the Environment Protection Act 2017 and the incorporated Noise Protocol (Publication 1826.4, Environment Protection Authority, May 2021), as may be amended from time to time.

49. 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.

Loading and Unloading

50. Delivery and collection of goods to and from the land may only occur between 7am and 10pm Monday to Saturday, or after 9am on a Sunday or public holiday except for those allowed under any relevant local law.

Construction management

51. 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 Development Plan. 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;
(j) materials and waste;
(k) dust;
(l) stormwater contamination from run-off and wash-waters;
(m) sediment from the land on roads;
(n) washing of concrete trucks and other vehicles and machinery; and
(o) spillage from refuelling cranes and other vehicles and machinery;
(p) the construction program;
(q) preferred arrangements for trucks delivering to the land, including delivery and unloading points and expected duration and frequency;
(r) parking facilities for construction workers;
(s) measures to ensure that all work on the land will be carried out in accordance with the Construction Management Plan;
(t) an outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services;
(u) 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;
(v) 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;
(w) 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.
(x) 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;

During the construction:

(y) any stormwater discharged into the stormwater drainage system must be in compliance with Environment Protection Authority guidelines;
(z) 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;

(aa) vehicle borne material must not accumulate on the roads abutting the land;

(bb) the cleaning of machinery and equipment must take place on the land and not on adjacent footpaths or roads; and

(cc) all litter (including items such as cement bags, food packaging and plastic strapping) must be disposed of responsibly.

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.

52. The provisions, recommendations and requirements of the endorsed Construction Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

53. 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.

NOTES

The subject land is subject to an approved development contributions plan and a Development Contributions Plan Overlay. The development and community contributions levies payable in respect of the development is to be paid in accordance with section 46N(2) and 46O(1) of the *Planning and Environment Act 1987*.

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.

Where works extend beyond title boundaries, Public Land Manager Consent is required for the proposed path and ramp connections to the Main Yarra Trail pursuant to the *Crown Land (Reserves) Act 1978*.

All future residents, employees and occupiers residing within the development approved under this permit will not be permitted to obtain resident, employee or visitor parking permits

A building permit maybe required before development is commenced. Please contact Council's Building Services on 9205 5555 to confirm.

Provision must be made for drainage of the site to a legal point of discharge. Please contact Council's Building Services on 9205 5555 for further information.

Only roof runoff, surface water and clean groundwater seepage from above the water table can be discharged into Council drains.

Council will not permit clean groundwater from below the groundwater table to be discharged into Council's drainage system. Basements that extend into the groundwater table must be waterproofed/tanked.

Areas must be provided inside the property line and adjacent to the footpath to accommodate pits

and meters. No private pits, valves or meters on Council property will be accepted.

Any services poles, structures or pits that interfere with the proposal must be adjusted, removed or relocated at the Permit Holder's expense after seeking approval from the relevant authority.

The Permit Holder/developer is responsible for the management and protection of their building from groundwater.

No parking restriction signs or line-marked on-street parking bays are to be removed, adjusted, changed or relocated without approval or authorisation from Council's Parking Management unit and Construction Management branch.

Any on-street parking reinstated as a result of development works must be approved by Council's Parking Management Unit.

The removal of any kerbside parking sensors and any reinstatement of parking sensors will require the Permit Holder to pay Council the cost of each parking sensor taken out from the kerb/footpath.

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.

The permit holder must obtain approval from the relevant authorities to remove and/or build over the easements.

Recommendation 2: Planning Permit (PLN22/0142)

That having considered all objections and relevant planning documents, the Committee resolves that it issue a Notice of Decision to Grant a Planning Permit for a reduction of car parking spaces in association with a residential use associated with Precinct 2 (pursuant to clause 37.02 of the Yarra Planning Scheme - part 18 of the Comprehensive Development Zone, Schedule 1: Victoria Gardens Comprehensive Development) at 25-35 River Boulevard and 15 Christine Crescent, subject to the following conditions:

1. The development plan must be endorsed by Council prior to the development starting and upon endorsement will form part of this permit.

2. All development and use must accord with the endorsed development plans. Any alterations must be approved by the Responsible Authority.

3. The car parking rate for the residential uses must be a minimum 0.42 car spaces per dwelling.

4. This permit will expire if the use is not commenced within three (3) years from the date of this permit. The Responsible Authority may approve extensions to these time limits if requests are made within six (6) months of expiry.

   Notes:

   All future residents, employees and occupiers residing within the development approved under this permit will not be permitted to obtain resident, employee or visitor parking permits

Attachments

1 PLN21/0836 & PLN22/0142 - Original Architectural Plans

2 PLN21/0836 - Original Landscape Plans

3 PLN21/0836 & PLN22/0142 - Amended Architectural plans

4 PLN21/0836 - Amended Landscape plans

5 PLN21/0836 - Sketch plans (Level 02 plan and southern elevation)

6 PLN21/0836 - Referral comments on Original Plans (consolidated)

7 PLN21/0836 - Referral comments for Amended Plans (consolidated)

8 PLN22/0142 - Referral comments (for original and amended plans)

9 PL10/0156 - Approved Development Plans

10 Approved (PL10/0156) v Proposed Development Plans (PLN21/0836) Comparison Plan

Attachment 1 - PLN21/0836 & PLN22/0142 - Original Architectural Plans



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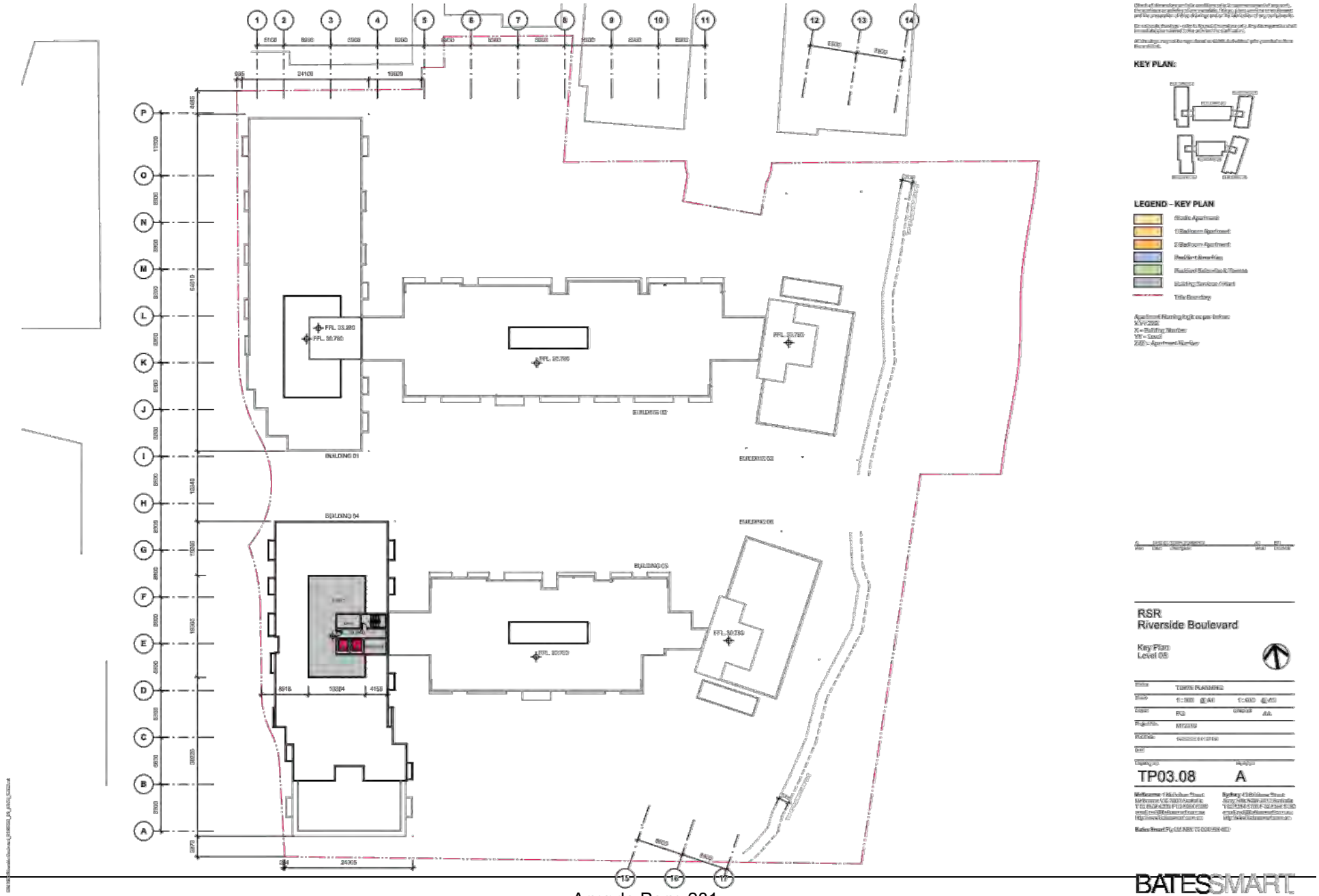
Attachment 1 - PLN21/0836 & PLN22/0142 - Original Architectural Plans



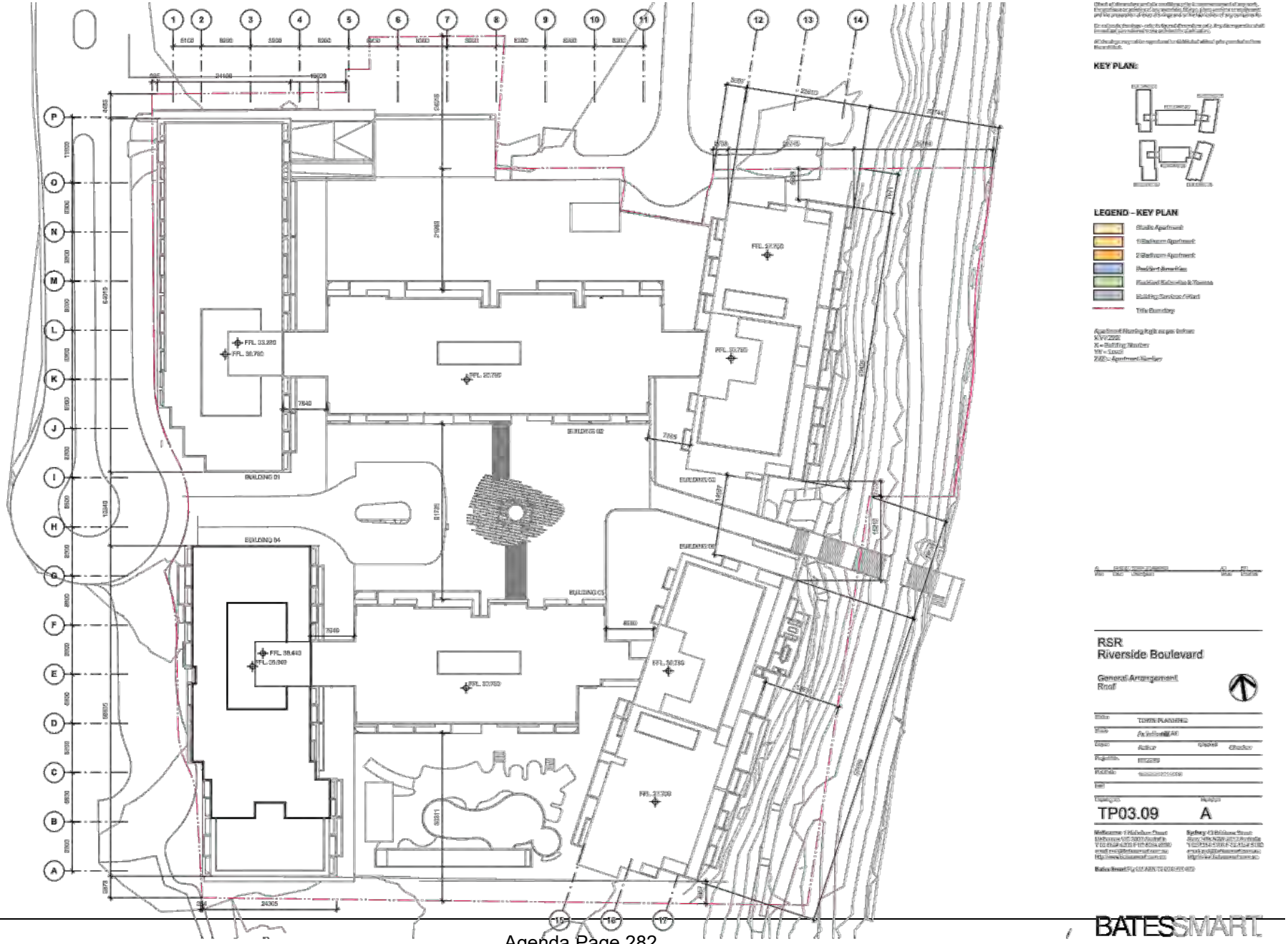
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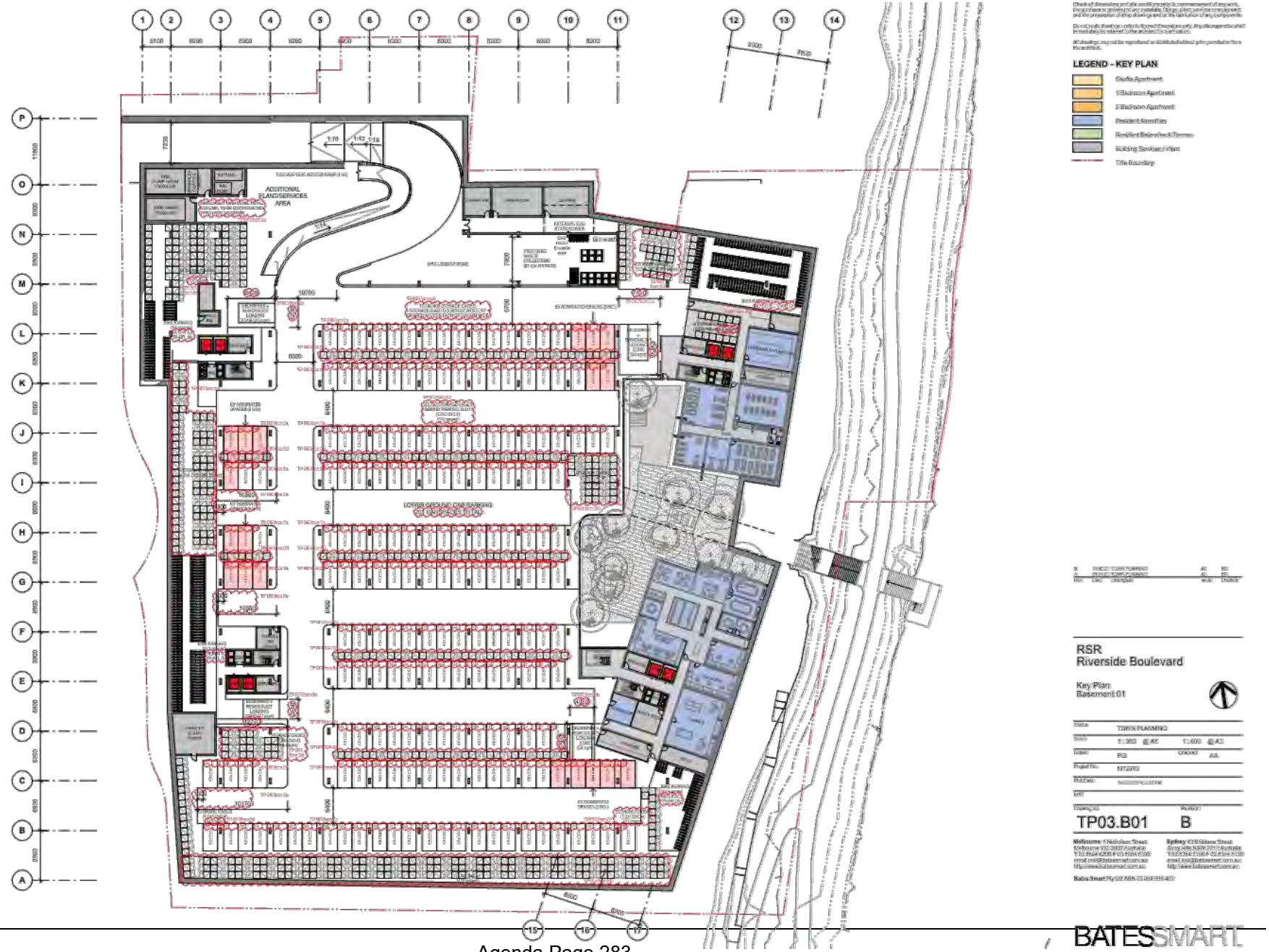
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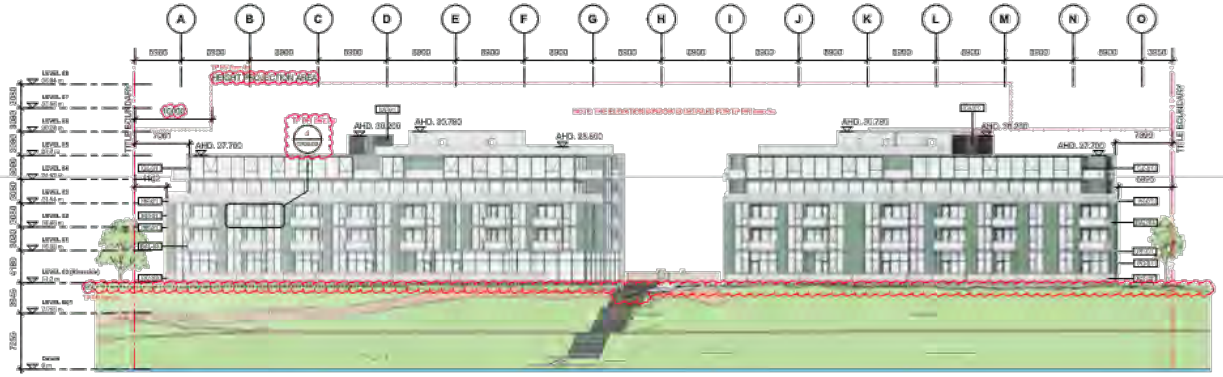
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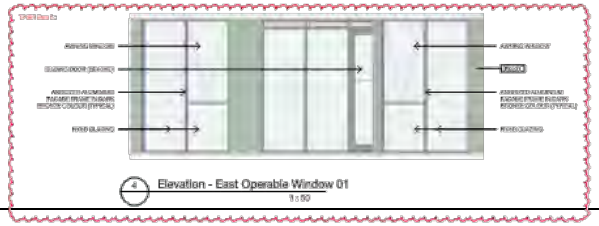


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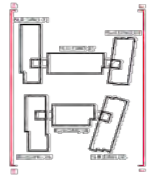








KEY PLAN:



FACADE LEGEND:

PF-01	Paint Finish (Fletcher Concrete Wash "Tusk")
PC-01	Precast Concrete Pier (Light Finish)
RC-01	Masonry Render (Warm Colour)
RC-02	Masonry Render (Light Colour)
RC-03	Masonry Render (Refined Light Colour)
GL-01	Clear Glazing
LV-01	Plant Screen: Dark Metal Louvre
TS-01	Timber Look Cladding
TC-01	Ceramic Cladding (Warm Tan Colour)
TPC-01	Textured Masonry Cladding
BAL-01	Dark Metal Balustrade
BAL-02	Textured Masonry (To Match TPC-01)
BAL-03	Clear Glass with Dark Metal Frame
BAL-04	Concrete Solid / Clear Glass Front

RSR
Riverside Boulevard

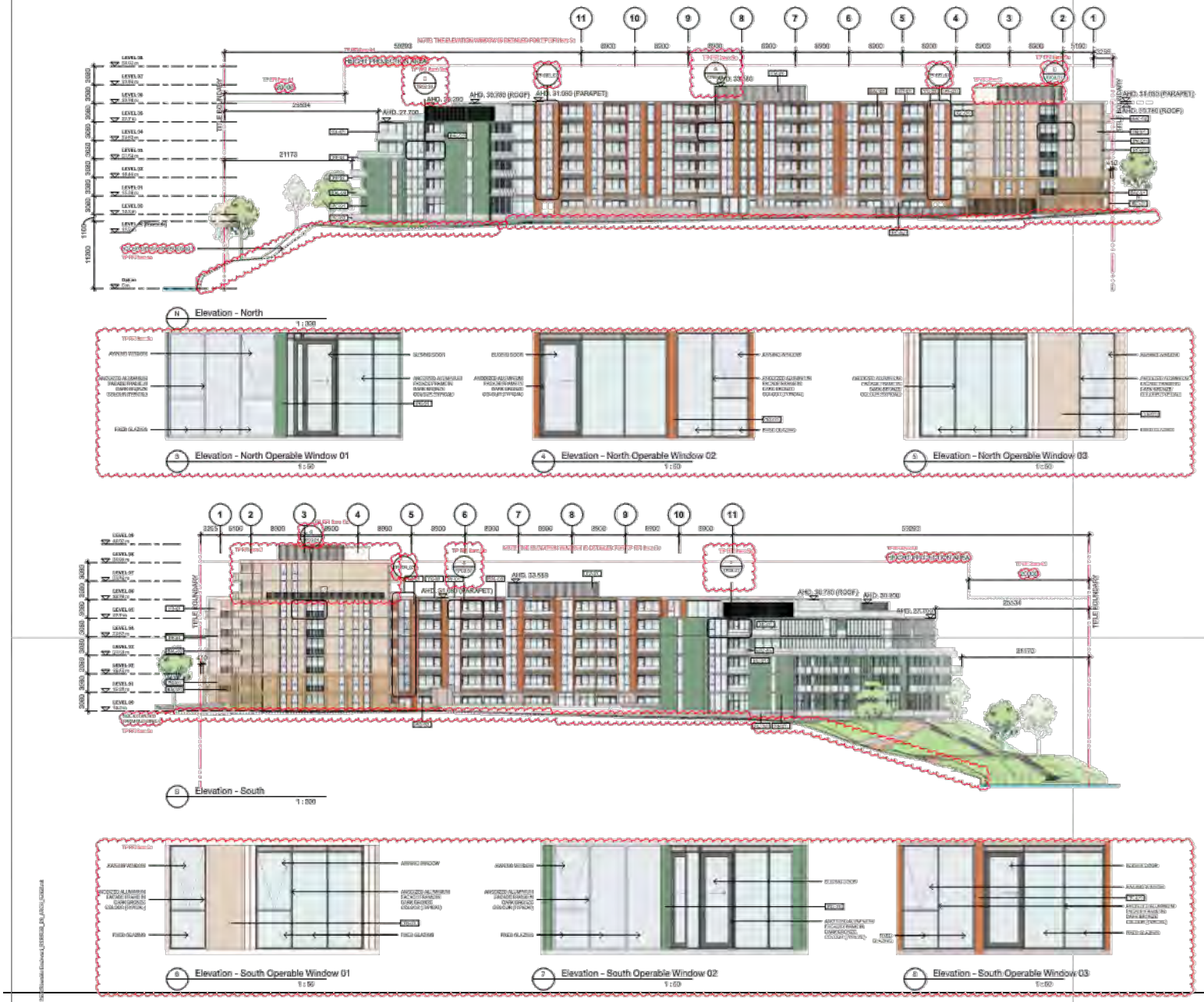
External Elevations
Elevations East - West

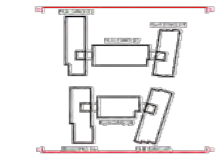
TOWN PLANNING

TP09.00 B

BATESSMART

Attachment 1 - PLN21/0836 & PLN22/0142 - Original Architectural Plans





FACADE LEGEND:

PF-01	Paint Finish (Fletcher Concrete Wash "Tuff")
PC-01	Precast Concrete Pier (Light Finish)
RC-01	Masonry Render (Warm Colour)
RC-02	Masonry Render (Light Colour)
RC-03	Masonry Render (Refined Light Colour)
GL-01	Clear Glazing
LV-01	Plant Screen: Dark Metal Louvre
TS-01	Timber Look Cladding
TC-01	Ceramic Cladding (Warm Tan Colour)
TPC-01	Textured Masonry (To Match TPC-01)
BAL-01	Dark Metal Balustrade
BAL-02	Textured Masonry (To Match TPC-01)
BAL-03	Clear Glass with Dark Metal Frame
BAL-04	Concrete Solid / Clear Glass Front

RSR
Riverside Boulevard

External Elevations
Elevations North - South

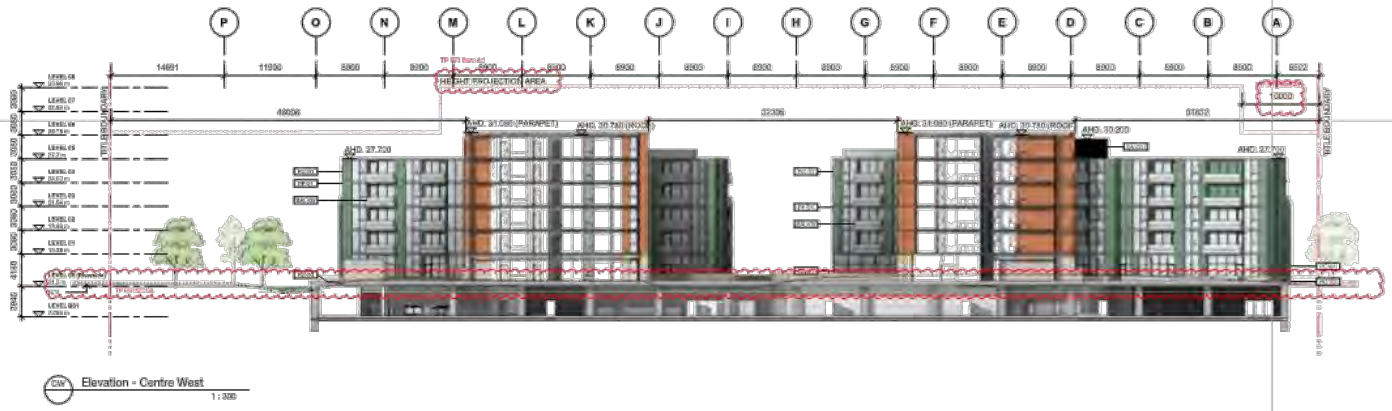
TOWN PLANNING

TP09.01 B

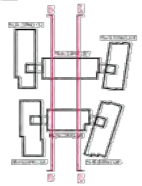
BATESSMART

Attachment 1 - PLN21/0836 & PLN22/0142 - Original Architectural Plans





KEY PLAN:



FACADE LEGEND:

PF-01	Paint Finish (Porkers Concrete Wash "Toast")
PC-01	Precast Concrete Pier (Light Finish)
RC-01	Masonry Render (Warm Colour)
RC-02	Masonry Render (Light Colour)
RC-03	Masonry Render (Refined Light Colour)
GL-01	Clear Glazing
LV-01	Paint Screen: Dark Metal Louvre
TS-01	Timber Look Cladding
TC-01	Generic Cladding (Warm Tan Colour)
TPC-01	Textured Masonry Cladding
BAL-01	Dark Metal Balustrade
BAL-02	Textured Masonry (To Match TPC-01)
BAL-03	Clear Glass with Dark Metal Frame
BAL-04	Concrete Side / Clear Glass Front

RSR
Riverside Boulevard

External Elevations
Elevations Central East - West

Status	TOWN PLANNING
Scale	1:200 @ A1 1:400 @ A3
Issue	P3 Issued A4
Project No.	MT2180
Plot Date	
Drawing No.	TP09.02
Revision	B

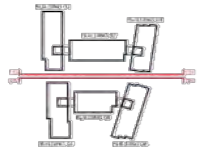
BATESSMART

Attachment 1 - PLN21/0836 & PLN22/0142 - Original Architectural Plans





KEY PLAN:



FACADE LEGEND:

PF-01	Paint Finish (Porkers Concrete Wash "Toast")
PC-01	Precast Concrete Pier (Light Finish)
RC-01	Masonry Render (Warm Colour)
RC-02	Masonry Render (Light Colour)
RC-03	Masonry Render (Refined Light Colour)
GL-01	Clear Glazing
LV-01	Paint Screen: Dark Metal Louvre
TS-01	Timber Look Cladding
TC-01	Generic Cladding (Warm Tan Colour)
TPC-01	Textured Masonry (To Match TPC-01)
BAL-01	Dark Metal Balustrade
BAL-02	Textured Masonry (To Match TPC-01)
BAL-03	Clear Glass with Dark Metal Frame
BAL-04	Concrete Side / Clear Glass Front

RSR
Riverside Boulevard

External Elevations
Elevations Central North - South

Status	TOWN PLANNING
Scale	1:250 @ A1 1:500 @ A3
Drawn	PG CHKD AA
Project No.	MT2080
Print Date	
Drawing No.	TP09.03
Revision	B

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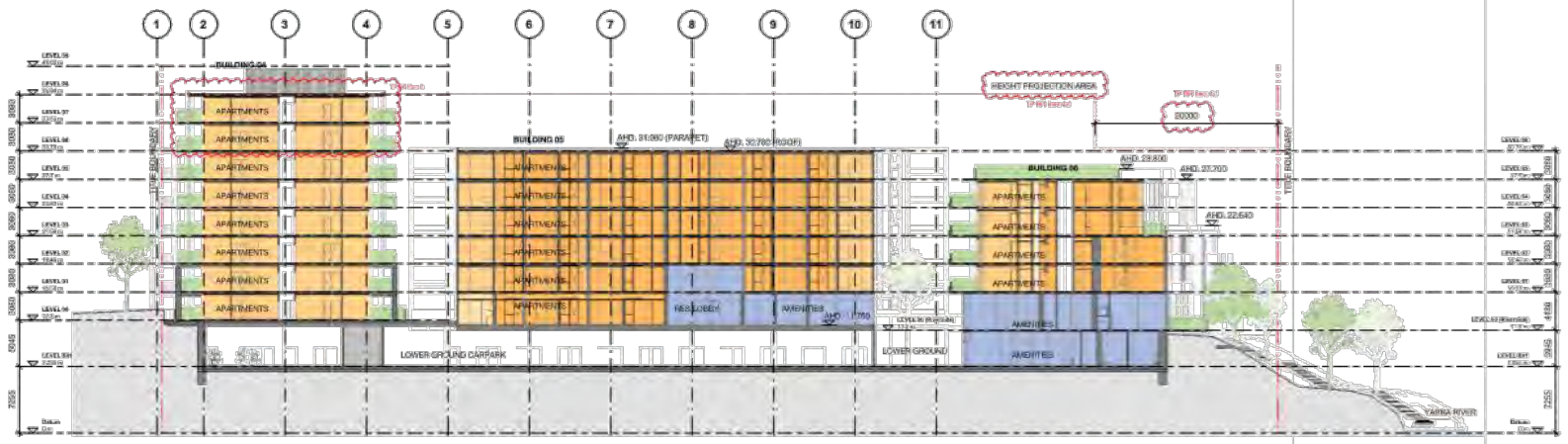
Attachment 1 - PLN21/0836 & PLN22/0142 - Original Architectural Plans



Attachment 1 - PLN21/0836 & PLN22/0142 - Original Architectural Plans



Attachment 1 - PLN21/0836 & PLN22/0142 - Original Architectural Plans

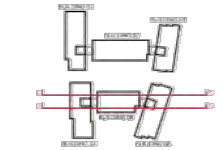


Section BLD4-6 (Lightwell)
1 : 250



Section BLD4-6
1 : 250

KEY PLAN:



LEGEND – KEY PLAN

- Studio Apartment
- 1 Bedroom Apartment
- 2 Bedroom Apartment
- Resident Amenities
- Resident Balconies & Terrace
- Building Services / Plant
- Title Boundary

RSR
Riverside Boulevard

Building Sections
Sections East – West 4/5/6

TOWN PLANNING

1 : 250 @ A1 1 : 500 @ A3

PO GRADE AA

MT2080

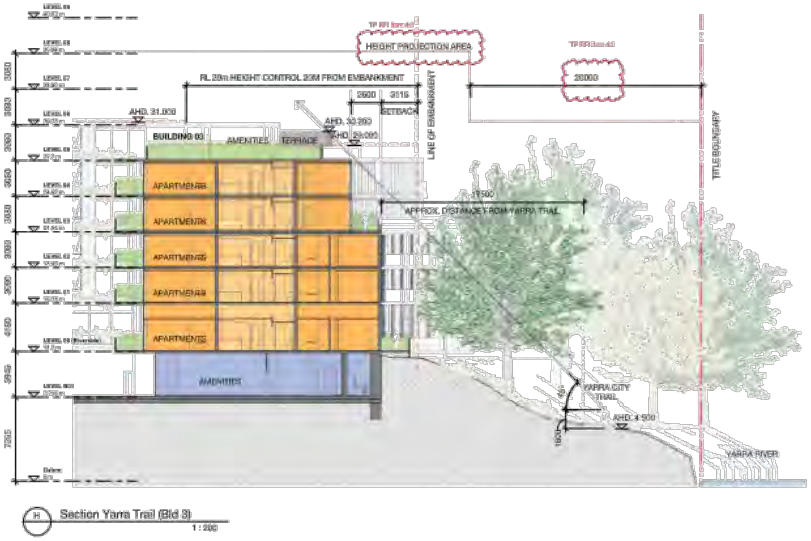
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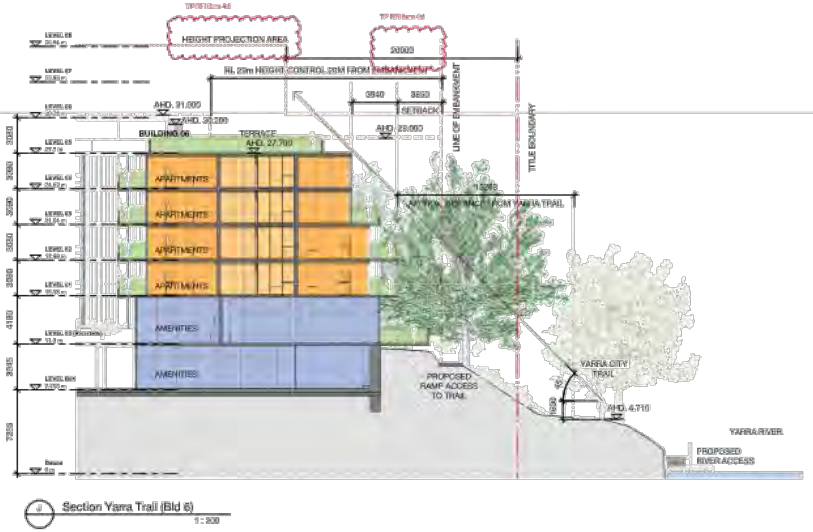
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Attachment 1 - PLN21/0836 & PLN22/0142 - Original Architectural Plans

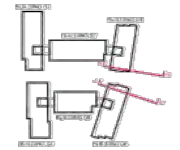


Attachment 1 - PLN21/0836 & PLN22/0142 - Original Architectural Plans





KEY PLAN:



LEGEND – KEY PLAN

- Studio Apartment
- 1 Bedroom Apartment
- 2 Bedroom Apartment
- Resident Amenities
- Resident Balconies & Terrace
- Building Services / Plant
- Title Boundary

RSR
Riverside Boulevard

Building Sections
Capital City Trail Sections

TOWN PLANNING

1:200 @ A1 1:400 @ A3

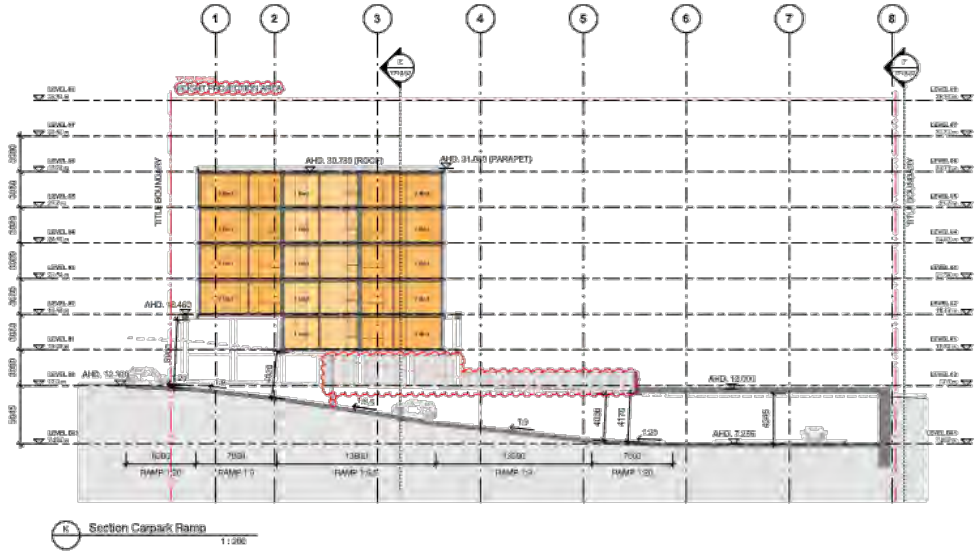
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NT2080

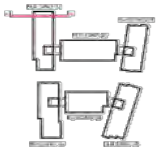
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BATESSMART

Attachment 1 - PLN21/0836 & PLN22/0142 - Original Architectural Plans



KEY PLAN:



LEGEND – KEY PLAN

- Studio Apartment
- 1 Bedroom Apartment
- 2 Bedroom Apartment
- Resident Amenities
- Resident Balconies & Terraces
- Building Services / Plant
- Title Boundary

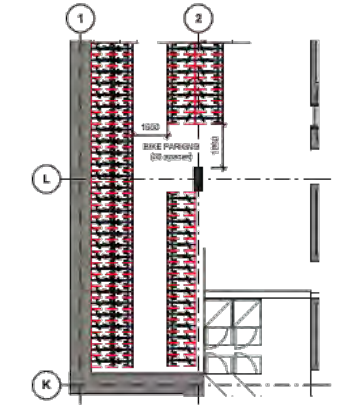
RSR
Riverside Boulevard

Building Sections
Carpark Ramp Section

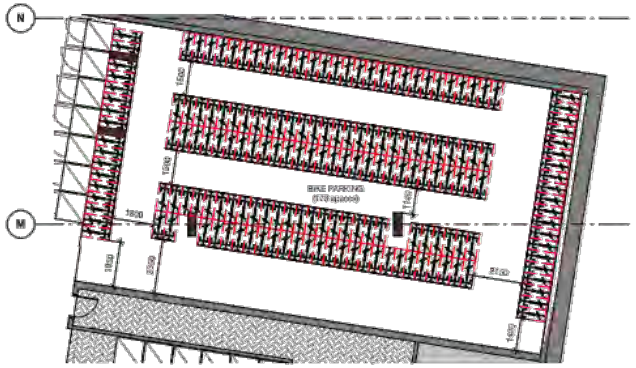
TP10.11 B

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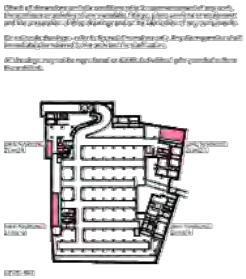
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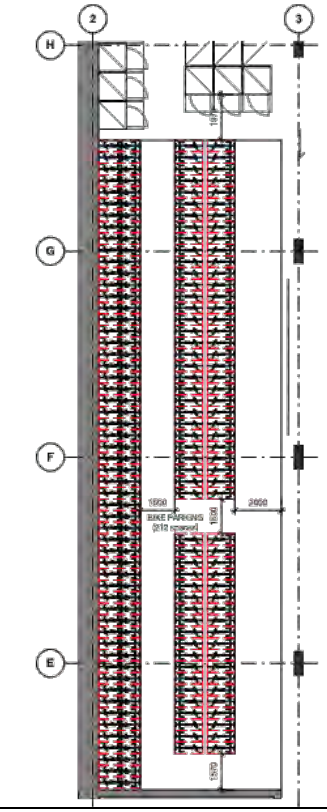
1 Bike Parking Zone 1
1 : 100



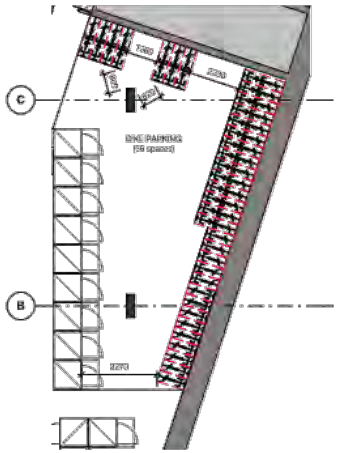
3 Bike Parking Zone 3
1 : 100



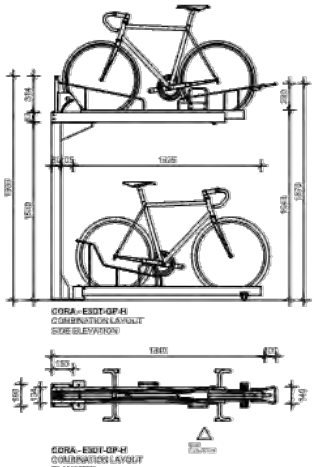
Bike Parking Zone 1:	85 spaces
Bike Parking Zone 2:	212 spaces
Bike Parking Zone 3:	173 spaces
Bike Parking Zone 4:	56 spaces
Total Bike Parking:	526 spaces

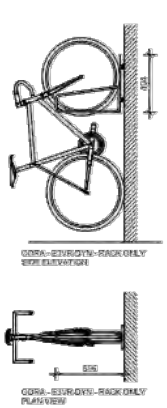


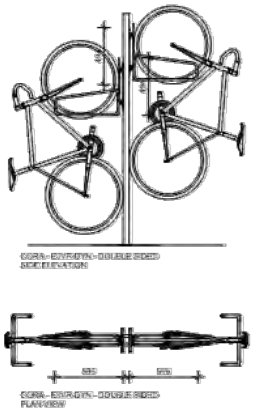
2 Bike Parking Zone 2
1 : 100



4 Bike Parking Zone 4
1 : 100







5 Bike Rack Details

RSR
Riverside Boulevard

Bike Parking

TOWN PLANNING

TP-RFI_3b A

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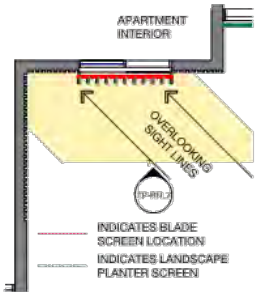
Attachment 1 - PLN21/0836 & PLN22/0142 - Original Architectural Plans



1 Buildings 01-02 Overlooking Plan
Plan 1:200



2 Buildings 02-03 Overlooking Plan
Plan 1:200



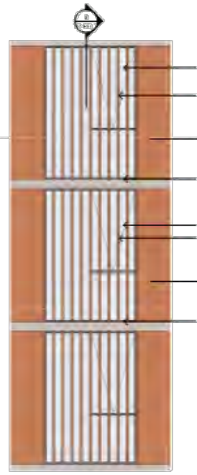
5 TYPICAL OVERLOOKING PLAN
1:50



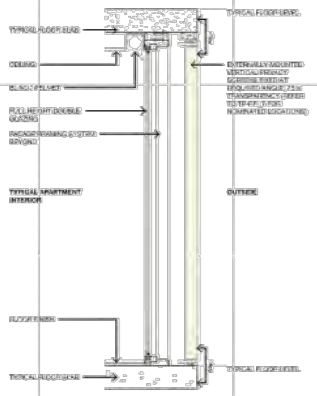
3 Buildings 04-05 Overlooking Plan
Plan 1:200



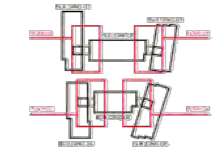
4 Buildings 05-06 Overlooking Plan
Plan 1:200



7 Elevation – Overlooking
1:50



8 TYPICAL PRIVACY SCREEN SECTION
1:20



RSR
Riverside Boulevard

Diagrams
Overlooking Analysis

TOWN PLANNING

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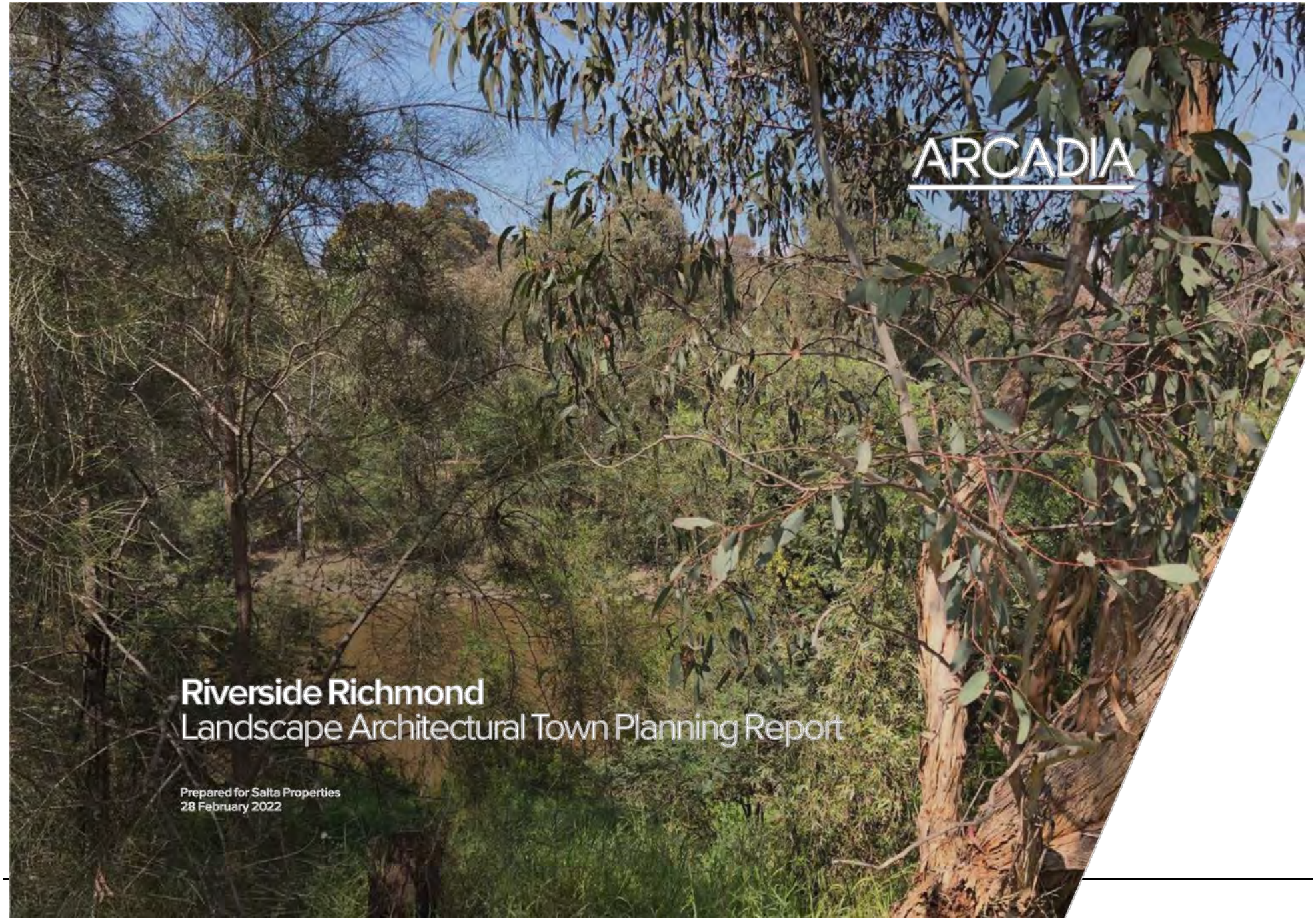
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BATESSMART

Attachment 2 - PLN21/0836 - Original Landscape Plans



Attachment 2 - PLN21/0836 - Original Landscape Plans

ARCADIA

Issue B
Date 28/02/2022
Prepared By
Nelson Gomes, Principal

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Arcadia Landscape Architecture Pty Ltd
ABN 83 148 994 870

We respectfully acknowledge the Traditional Custodians of the lands where we live and work. We acknowledge their unique ability to care for Country and deep spiritual connection to it. We honour Elders past, present and emerging whose knowledge and wisdom has and will ensure the continuation of cultures and traditional practices.

Attachment 2 - PLN21/0836 - Original Landscape Plans

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Note: Clouded content has been revised for RFI Revision issue B 14/02/2022.

Attachment 2 - PLN21/0836 - Original Landscape Plans

Introduction

Arcadia Landscape Architecture has been engaged by Salta Properties to prepare this Landscape Architectural Concept Report to support the Town Planning Application of the proposed residential development located along River Boulevard, Richmond.

This Town Planning Report presents the landscape architectural vision and design strategy for the development, comprising of communal and public spaces across multiple levels, and interface with the adjacent Yarra River corridor.



Attachment 2 - PLN21/0836 - Original Landscape Plans



Attachment 2 - PLN21/0836 - Original Landscape Plans

Site Context and Appreciation
Local Context

The development site is located along River Boulevard, in the north east corner of Richmond and is bounded between undeveloped vacant lots of the Victoria Gardens Precinct to the west, existing residential apartment blocks to the north, Annette's Place Playground and open park to the south and the Yarra River Corridor to the east.

The Yarra River is a significant natural, cultural and recreational corridor within Melbourne and the Yarra River Trail cycle and pedestrian path provides the site connectivity to the north and south. The corridor is densely vegetated with a strong native bushland character.

Annette's Place provides an open park for local residents, containing a playground and picnic amenities.

The broader area is undergoing significant redevelopment, transitioning in built form character from industrial warehouses to residential developments.

The site is located in close proximity to the retail and dining precincts of Victoria Street and Bridge Road, both of which are services by tram lines.

Legend

- 01 Project Site
- 02 Victoria Gardens Shopping Centre
- 03 Yarra River Corridor
- 04 Annette's Place Playground
- 05 Surrounding Medium Density Residential



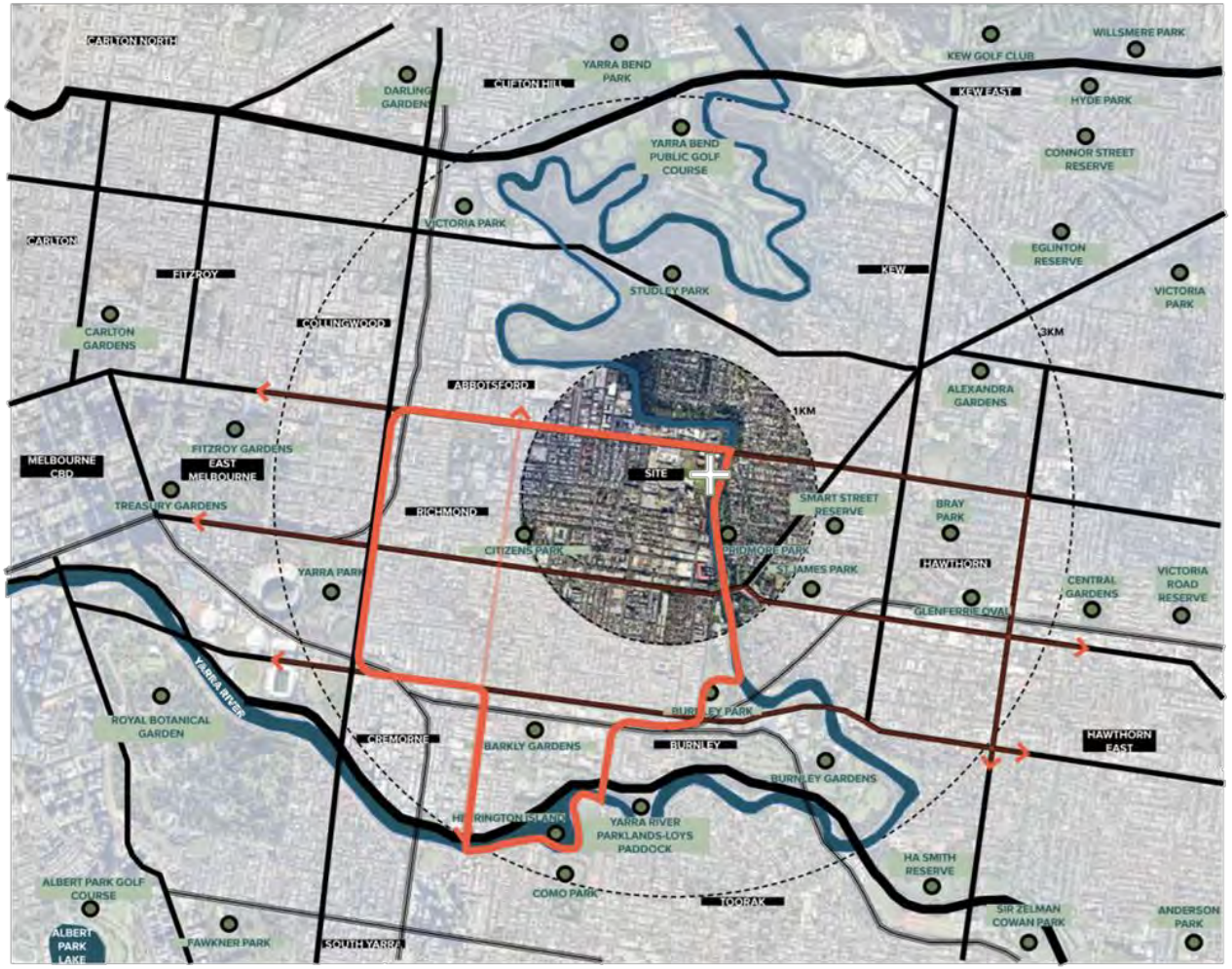
Site Context Map

Attachment 2 - PLN21/0836 - Original Landscape Plans

Site Context and Appreciation
Broader Context

Legend

- Richmond Suburb Extents
- Rail Lines
- Water Body
- Tram Lines Within 3km of Site
- Freeway
- Primary Roads
- Public Parks / Garden Reserves



Broader Context Map

Attachment 2 - PLN21/0836 - Original Landscape Plans

Site Context and Appreciation
Strategic Ambitions

The following strategic documents provide directions and guidance for the design considerations of Riverside Residential:

Plan Melbourne 2030

The Plan recognises the need to continue to protect Melbourne's open space waterway corridors from inappropriate development to ensure that these significant values provided to Melbourne and its residents are maintained and enhanced over time. (Initiatives 4.2.4, 5.2.2 and 5.6.2).

City of Yarra Nature Strategy 2020 - 2024

Yarra's Nature Strategy 2020 to 2024 was developed to protect our unique biodiversity. The Nature strategy action plan has four strategic goals, each with it's own key actions.

Goal 1: Increase the diversity, connectivity and resilience of Yarra's natural environment
Goal 2: Encourage people to appreciate and actively enhance Yarra's natural landscape
Goal 3: Embed nature at the core of Yarra's business practices
Goal 4: Make innovation, communication and collaboration the cornerstones of Yarra's nature-focused programs

City of Yarra Urban Forest Strategy 2017

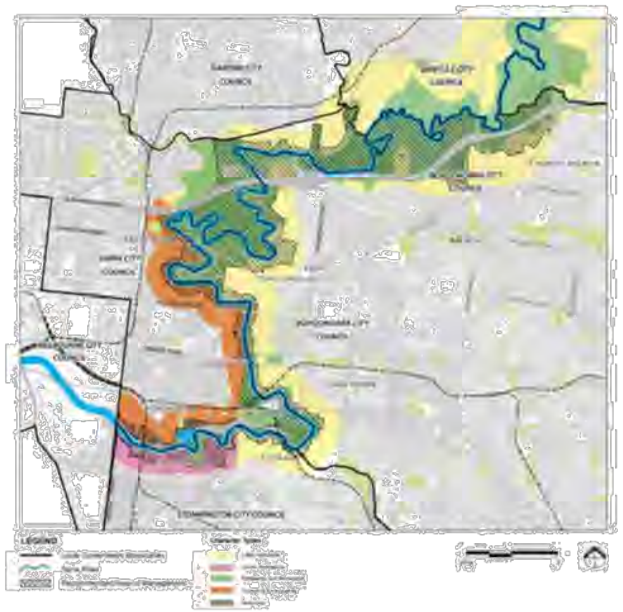
The aim of the Urban Forest Strategy is to provide establish the vision, objectives and action plan for Yarra City Council's urban forest.
Relative to this project, Yarra has established a target to increase canopy coverage by 25% from 2014 levels by 2040.

Lower Yarra River Corridor Study Recommendations Report November 2016

This report outlines the significance of the Yarra River through the following statement:

"The Yarra River and the landscape through which it passes have metropolitan significance as an environmental, aesthetic, cultural, recreation and tourism asset. The river corridor links parklands and reserves into a near-continuous vegetated landscape experience that provides a highly valued, secluded, natural environment, enjoyed by local and metropolitan communities."

Landscape character and amenity is categorised along the river into 5 main river interface character types. The Riverside Residential site falls within the 'Current and Ex-Industrial' River Interface Character Area. Key features of the Current and Ex-Industrial river interface character type include:
- Established industrial, commercial and residential buildings, mostly located on the crestline of the Yarra River corridor.
- Mature trees and understorey planting along the river banks in many locations which contribute to a vegetated character and compliment Yarra Bend Park on the opposite banks.
- Mix of building styles, scales and heights, including many higher scale buildings constructed close to the river's edge.
- Land rising steeply from the river's edge to flat topography beyond.
- Capital City Trail providing access along the river's edge, with a mix of public and private access to the river.
- Examples of significant human alterations to the river bank environment where large retaining walls have been constructed. In several locations there is a notable absence of vegetation at the river frontage.



Attachment 2 - PLN21/0836 - Original Landscape Plans

Site Context and Appreciation
Environment

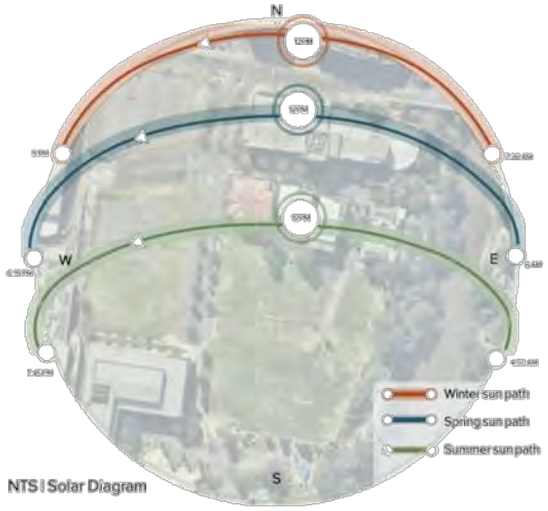
Site analysis has been undertaken and considered in the design development of Riverside Richmond landscape proposal.



NTS | Topography



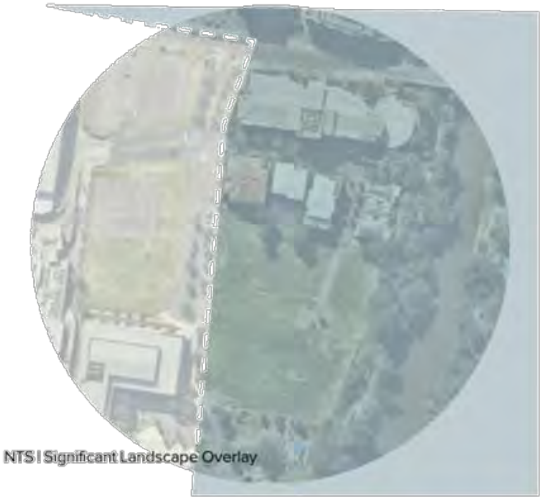
NTS | Vehicular and Pedestrian Access



NTS | Solar Diagram



NTS | Flood Overlay



NTS | Significant Landscape Overlay

Attachment 2 - PLN21/0836 - Original Landscape Plans

Site Context and Appreciation
Connection to Wurundjeri Woi Wurrung Country

Wominjeka yearmann koondee biik Wurundjeri balluk

Welcome to the land of the Wurundjeri people (Woi-Wurrung language).

Woiwurrungbaluk ba Birrarung wanganyinu biikpil Yarrayarrapil, manyi biik ba Birrarung, ganbu marram-nganyinu
Manyi Birrarung murrondjak, durrung ba murrup warronggunyi, ngargunin twarnpil Birrarungwa nhanbu wilamnganyinu
Nhanbu ngarn ganhanganyinu manyi Birrarung
Bunjil munggany biik, wurru-wurru, warriny ba yaluk, ba ngargunin twarn
Biiku kuliny munggany Bunjil
Waa marrnakith-nganyin
Balliyang, barnumbinyu Bundjilal, banyu bagurrk munggany
Ngarn gunganyinu nhanbu nyilam biik, nyilam kuliny – balit biik, balit kuliny: balitmanhanganyin manyi biik ba Birrarung.
Balitmanhanganyin durrungu ba murrupu, ba nhanbu murrondjak!

We, the Woi-wurrung, the First People, and the Birrarung, belong to this Country.
This Country, and the Birrarung are part of us.
The Birrarung is alive, has a heart, a spirit and is part of our Dreaming.
We have lived with and known the Birrarung since the beginning.
We will always know the Birrarung.
Bunjil, the great Eagle, the creator spirit, made the land, the sky, the sea, the rivers, flora and fauna, the lore. He made Kulin from the earth. Bunjil gave Waa, the crow, the responsibility of Protector. Bunjil's brother, Palliyang, the Bat, created Bagarook, women, from the water.
Since our beginning, it has been known that we have an obligation to keep the Birrarung alive and healthy—for all generations to come

- Statement by the Wurundjeri Council,
Woi wurrung preamble to the Wilip gin Birrarung Murron Act, 2017

Significance of the Birrarung

The **Traditional Owners** of the lands that we now know as the City of Yarra are the **Wurundjeri Woi Wurrung People** of the **Kulin Nation**.

Indivisible from the **Birrarung** - or the **River of Mists**, what we now call the Yarra River - the Wurundjeri People have cared for these lands using complex eco-cultural systems since time immemorial.

Far from gone, the Wurundjeri People continue to practice traditional lore and assert their connections to these lands. Additionally, Yarra City and indeed greater Melbourne, is home to a **rich and diverse Indigenous community** who practice **culture and connection** in contemporary settings.

Wurundjeri Today

Despite British colonisation and various assimilation policies, the Wurundjeri's connections to Country and kin remain strong - with the Wurundjeri an active community today, continuing to practice traditional culture, ceremony and knowledge-keeping.

Key to guiding and maintaining these practices is the Wurundjeri Tribe Land and Compensation Cultural Heritage Council, an organisation established in 1985, which continues to advocate for Wurundjeri people and Country today.

Engaging Wurundjeri Council in a collaborative process of design will help to continue to perpetuate Wurundjeri knowledge keeping and cultural practice, as well as work to strengthen relationships between development agencies, community and Council.

Though all Wurundjeri land is **sacred**, there are many sites of **cultural significance** throughout Yarra City, with some being within close proximity to our site - including the **Wurundjeri Tribe and Heritage Council Building**, the **Aboriginal Protectorate** at **Merri Creek**, the **burial site** of **Billibellary**, and the contemporary artwork **'Strata of Memory'** at **Victoria Park**.

Attachment 2 - PLN21/0836 - Original Landscape Plans

Site Context and Appreciation
Wurundjeri Culture & Heritage

Life on the Birrarung

The Wurundjeri People's connection to the land extends back to time immemorial when the **creator spirit Bunjil** formed all Country and everything within it. For thousands of years, the Wurundjeri cared for Country using **traditional ecological knowledge** based in intricate understandings of ecological systems and biodiversity.

The Wurundjeri knew their land in great detail, including the seasonal times to visit and associated availability of food. During **cooler months**, the Wurundjeri People moved to **higher areas** as the colder months brought **flooding** of the Birrarung. During **warmer seasons**, the Wurundjeri travelled frequently to **harvest yam crops** and take advantage of seasonal **hunting** and **fishing** spots. During the season we now know as autumn and late summer, the Wurundjeri would **camp** by the Birrarung visiting **eeling sites**.
Clan boundaries are defined by features of Country, with the different clans of the Kulin nation regularly interacting for political diplomacy, trade, ceremony, dispute resolution and punishment, harvest and marriages. During seasonal events, clan groups would gather for **corroboree**, with **storytelling** and **performance** being a large focus of gatherings. (*Aboriginal History of Yarra 2020*)

As captured in the above statement by the Wurundjeri Council, the Wurundjeri People's identity and culture is indivisible from Country and all that features within - including the rivers, landforms, vegetation and animals. In this sense, **Country is kin**, a living breathing entity with agency, a past, present and future.

The colonisation of Australia and therefore Wurundjeri Country deeply impacts the ability for many First Nations people including the Wurundjeri People to maintain practice of traditional lore.

Indigenous Design Strategy

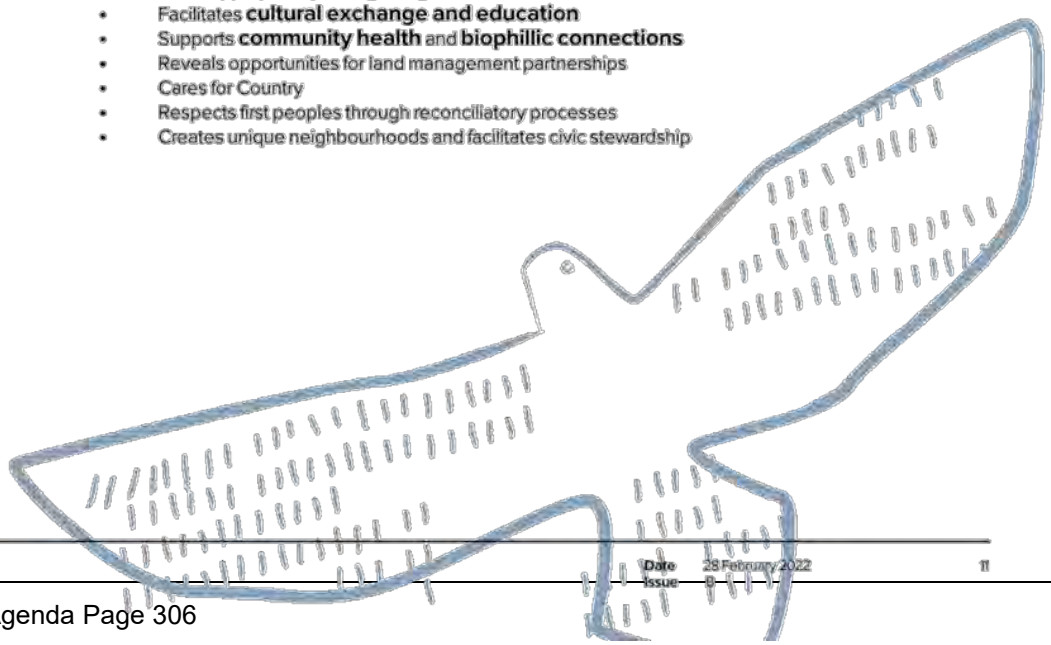
An evocative, bountiful land with a rich history, developing a design strategy that incorporates First Nations knowledge, culture and practice will work to facilitate a healthy and vibrant community that is connected to the beautiful Country that supports them.

Building upon existing ties with local First Nations organisations, Arcadia's approach is to develop an Indigenous design strategy that works to inform our approach to placemaking, art and interpretation, planting, spatial programming and material selection.

Through a reconciliatory process of collaborative design, it is our position that an Indigenous design strategy offers the following:

- Authentic **placemaking**
- Insight into **ecological systems**
- Place-appropriate planting design
- Facilitates **cultural exchange and education**
- Supports **community health** and **biophillic connections**
- Reveals opportunities for land management partnerships
- Cares for Country
- Respects first peoples through reconciliatory processes
- Creates unique neighbourhoods and facilitates civic stewardship





Attachment 2 - PLN21/0836 - Original Landscape Plans

Site Context and Appreciation
Historical Timeline

The Traditional Custodians are the Wurundjeri Nation. Indigenous people have been managing the lands of Australia for millennia, histories of which have been passed down through Aboriginal Lore and storytelling. Indigenous histories, modes of production and caring for Country have recently come to light in mainstream discussion, a process which is still being explored and uncovered.



1839 — Richmond is surveyed



1852 — David Mitchell, father of Nellie Melba, began a brickworks



1855 — Richmond became a municipality



1883 — The completion of the St Ignatius church gave Richmond its most prominent landmark



1886 — Tram services were opened in Bridge Road and Victoria Street in 1885 and 1886



1914 — The Vickers Ruwolt engineering works (1914) in Victoria Street next to the Yarra River



1960's-1990's — Previously crowded family cottages were purchased by couples and a degree of gentrification entered Richmond

Pre-1799



1830's — European Colonisation has changed the shape of the area through quarrying of Basalt (bluestone)



1843 — Thoroughfare through Richmond was via Bridge Road, which crossed the Yarra River to Hawthorn by a punt and later a bridge



1853 — A settlement named Yarraberg was formed, north of Bridge Road and east of Burnley Street. The area was a mixture of villas, tanneries and brickworks



1870's — Industrialisation and residential growth



1884 — The Victoria Street Bridge, connecting Richmond, Collingwood, Hawthorn and Kew was constructed



1909 — The Bryant and May match factory (1909) in Church Street established



1950's-1960's — Large intakes of southern European migrants. A high-rise public housing project in north-west Richmond, between Church and Lennox Streets, was completed. It later became part of the housing area occupied by immigrants from South East Asia, which signaled the transformation of the Victoria Street shopping strip to a predominantly Vietnamese business area

Note:
Text shown in black directly relates to the Riverside Richmond Development Site.
Text shown in grey relates to the broader Richmond area.

Attachment 2 - PLN21/0836 - Original Landscape Plans

Site Analysis
Key Views



















Attachment 2 - PLN21/0836 - Original Landscape Plans



Attachment 2 - PLN21/0836 - Original Landscape Plans

Vision
Project Vision

The Riverside development will create a unique build to rent offering for Victoria Gardens, supported by outdoor spaces that create social engagement and a true sense of community for its residents. These spaces will create an attractive lifestyle opportunity, hosting diverse amenities, events and experiences, all within the naturalistic setting of the Yarra River corridor.

Attachment 2 - PLN21/0836 - Original Landscape Plans

Vision
Design Pillars



Embracing to River Landscape

Celebrate the landscape of the Birrarung river corridor by extending it throughout the development to provide a unique natural character



Water Connection

Reference the cultural and natural value of the Birrarung through the use of a water line feature that references the river journey from natural to urban settings.



Connectivity

Establish a generous thoroughfare through the heart of the precinct that connects the public between the Birrarung corridor and Victoria Gardens precinct.



A Sense of Belonging

Promote a sense of belonging within the residential community by providing a variety of outdoor spaces for socialising and passive and recreational pursuits.

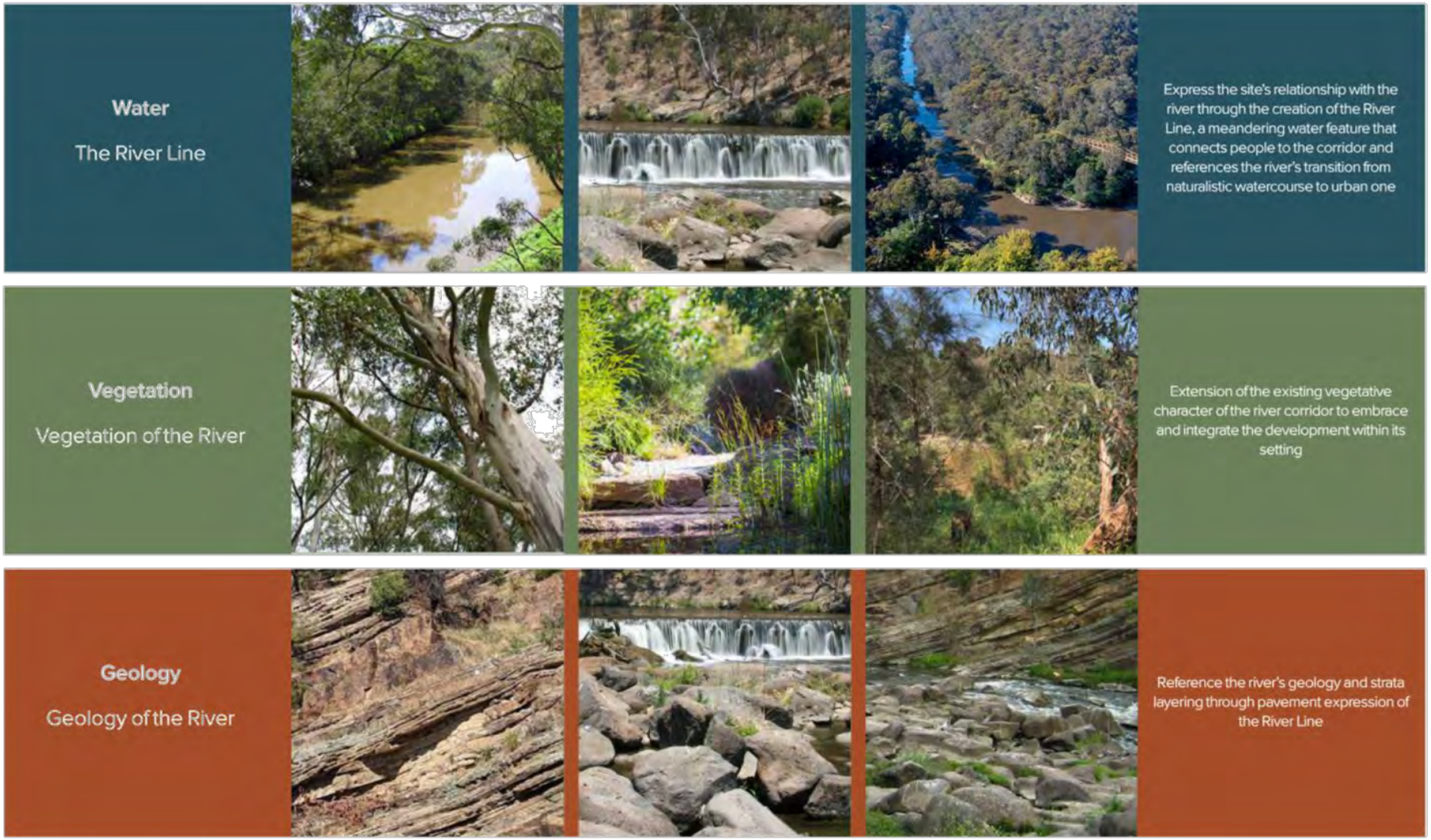


Providing a Serene Retreat

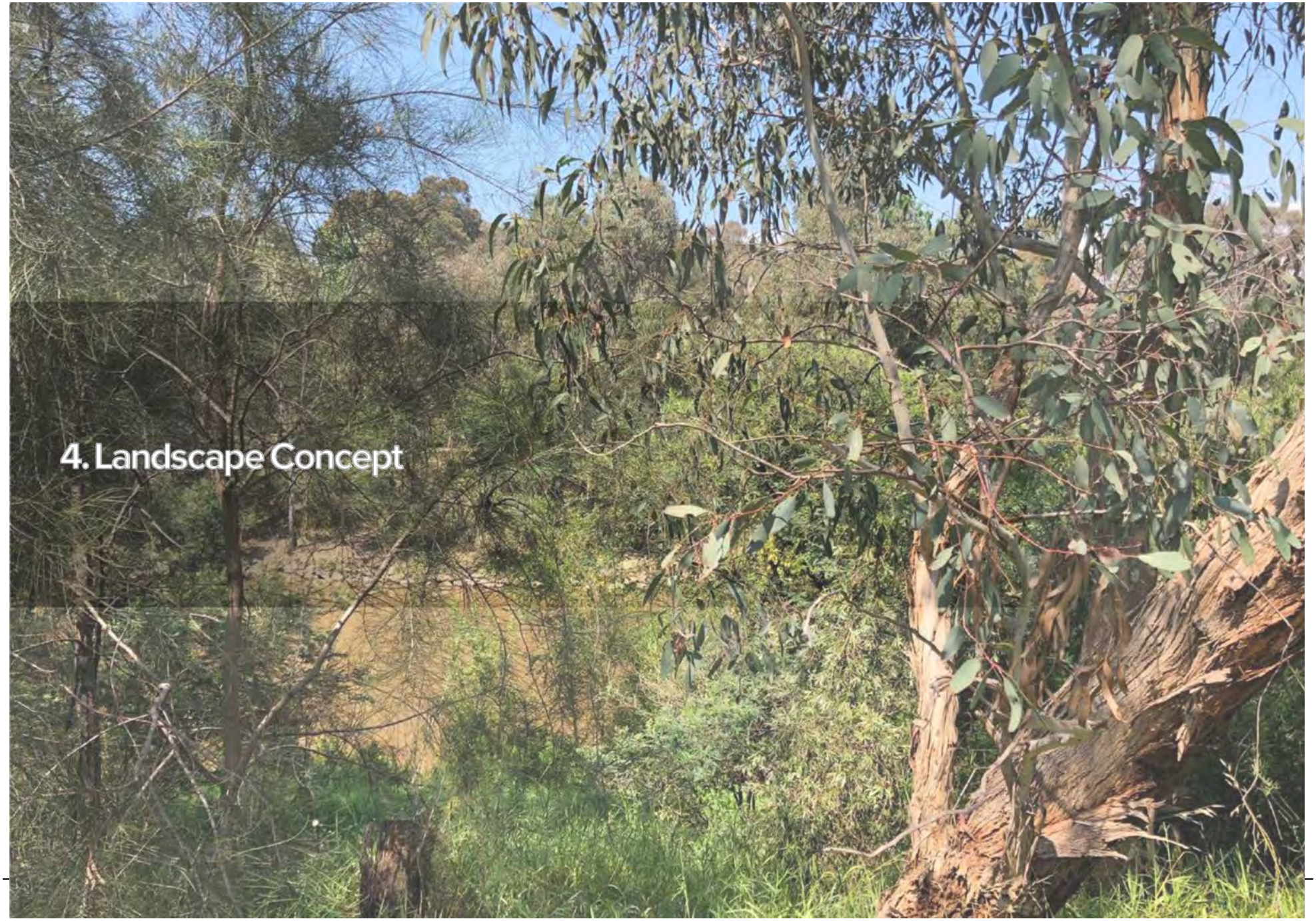
Create calm and peaceful spaces of retreat embraced by the vegetated character and outlook of the river corridor.

Attachment 2 - PLN21/0836 - Original Landscape Plans

Vision
Landscape Narrative



Attachment 2 - PLN21/0836 - Original Landscape Plans



Attachment 2 - PLN21/0836 - Original Landscape Plans



Attachment 2 - PLN21/0836 - Original Landscape Plans

Ground Level
Overall Plan

The Ground Level landscape concept seeks to provide a variety of amenity spaces for residents and the broader public, all within a strongly vegetated landscape setting that embraces the Yarra River corridor.

Communal spaces for residents include the Northern Lawn and Southern Lagoon, while the Central Plaza is a publicly accessible open space for the community. The plaza is located along the pedestrian connection between River Boulevard and the Main Yarra Trail that runs though the heart of the development.

Legend

1. Northern Pocket Park
2. Northern Lawn Communal Space
3. Porte Cochere Shared Space
4. Central Plaza Public Space
5. River Embankment
6. Embankment Steps
7. Embankment Ramp
8. Southern Lagoon Communal Space



Attachment 2 - PLN21/0836 - Original Landscape Plans

Ground Level
Northern Lawn Plan

Design Intent

The Northern Lawn provides an open communal space for residents with a variety of amenities within a vegetated park setting. Vegetation including groundcovers and canopy trees frame the space, providing a sense of enclosure, and continuing the bushland character of the river corridor.

The central lawn is the predominant element within the space, and provides an open flexible space to be used informally, or be used to host larger gatherings and events by the residential community.

Alfresco dining is provided for the to west, containing a variety of outdoor dining spaces for groups of all sizes, locates around centrally located barbeques.

To promote physical activity, a half court basketball court that can be used for a variety of informal sports and games, along with table tennis tables are provided.

The eastern area comprises of a series of intimate garden rooms, enclosed spaces with extensive vegetation planting to provide a serene retreat away from the general activity of the lawn. These rooms include smaller socialisation spaces and outdoor working stations.

Further to the north of the space is the Northern Pocket Park, a private outdoor space that services the adjacent three residential buildings. The space has been reconfigured to suit the development proposal, and the existing barbeque and picnic amenities along with tree planting are replaced. The park will be accessible by both the existing residents of these buildings and new residents of the development.

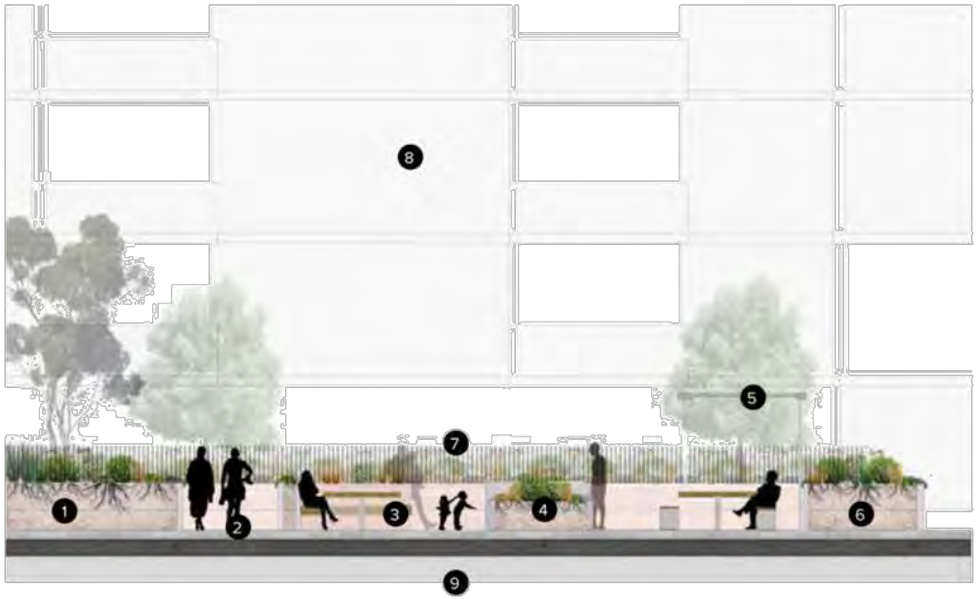
Legend

1. Northern Pocket Park for existing adjacent residents
2. Shelter and picnic tables
3. Barbeque for outdoor dining
4. Basement car park entrance
5. Half court / multi sports court with surrounding fencing
6. Table tennis tables for active recreation
7. Alfresco area with shelters, table settings and barbeques
8. Central lawn
9. Outdoor seating pods
10. Intimate garden rooms with seating pods
11. Raised bar seating overlooking lawn
12. Outdoor work stations
13. Substation with access driveway
14. Ramp and stair connection to Christine Crescent
15. Private terraces with raised planters and informal path connections



Attachment 2 - PLN21/0836 - Original Landscape Plans

Ground Level
Northern Lawn Section and Precedents



Northern Lawn - Alfresco Dining Section A

Legend

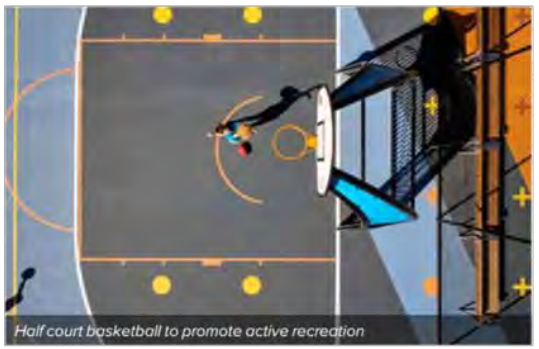
1. Raised planter to private terrace interface with canopy tree and groundcover planting
2. Pedestrian path
3. Outdoor dining setting
4. Barbeques set into a raised planter
5. Shelter above outdoor dining setting
6. Raised planter with canopy trees and groundcover planting
7. Raised planters and screening fencing to private terraces behind
8. Building elevation behind
9. Basement car park below



Outdoor working spaces



Outdoor alfresco spaces within a vegetated setting



Half court basketball to promote active recreation

Attachment 2 - PLN21/0836 - Original Landscape Plans

Ground Level
Central Plaza Plan

Design Intent

The Central Plaza is the heart of the development proposal, providing a publicly accessible open space that acts as an arrival point for residents and facilitates the connection between the Victoria Gardens Precinct and river corridor.

This connection is provided by a wide pedestrian thoroughfare from River Boulevard along the northern building interface, through the Central Plaza and then transitioning across a bridge over the Lower Ground Level to a series of steps down the river embankment to the Main Yarra Trail.

The planting character of this space is an extension of the river corridor, providing a transition between the urbanity of the Victoria Gardens precinct to the naturalness of the Yarra.

The vegetation is supported by raised planters on structure, of which typically 500mm is provided above pavement level and additional 600-700mm set downs to provide sufficient soil depths to support canopy tree planting, and ornamental displays of native and indigenous vegetation.

The River Line commences within the Central Plaza, as a narrative element referencing the alignment and urban and natural transition of the river as it moves through Melbourne.

The Line commences as a water feature, then as a water rill through the Central Plaza and leading to the bridge and river embankment stairs. Within the heart of the plaza, the line contains a fountain promoting informal play and interaction.

The river line traverse along feature pavement that expresses the alluvial geology of the river corridor and strata composition of expressed rock faces at Dights Falls.

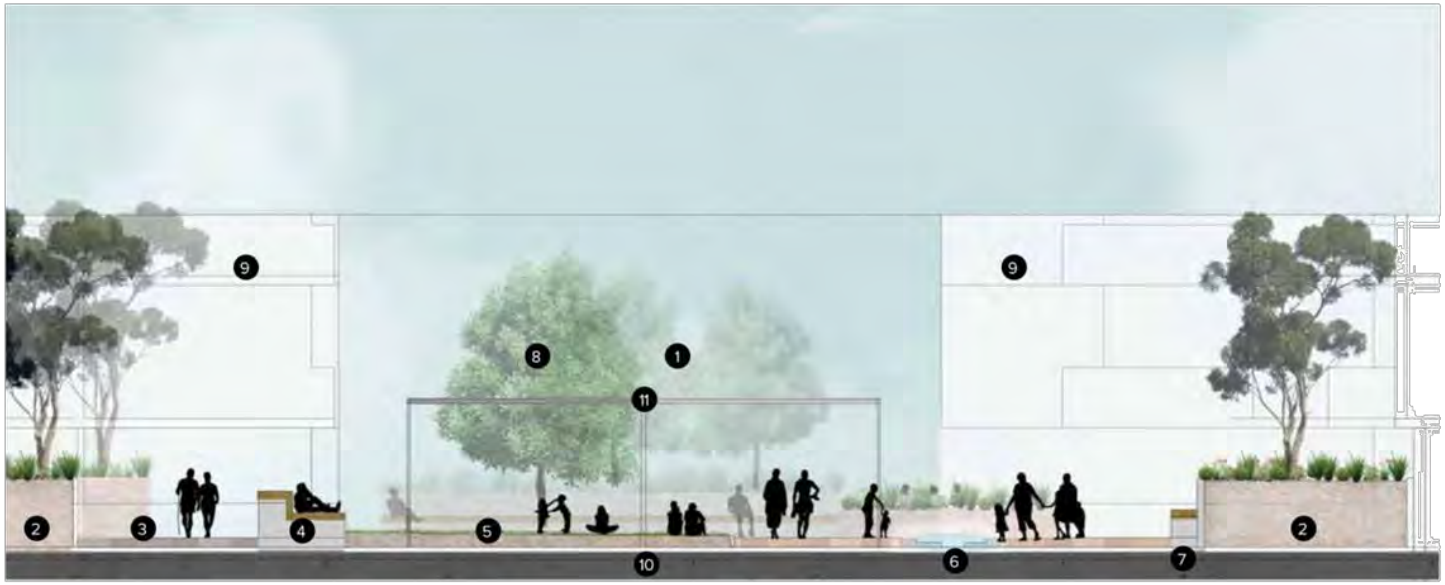
The Central Plaza is framed around the water feature and provides an informal lawn, raised planters and seating edges for socialising and outdoor dining, supported by adjacent cafe. The use of feature eucalypt trees with striking floral colour are used to highlight the space.

The porte cochere provides a flush paved space for vehicles and pedestrians, with tonal variation in the pavement material and line marking used to demarcate its extents, and contains a number of drop off points for vehicles.



Attachment 2 - PLN21/0836 - Original Landscape Plans

Ground Level
Central Plaza Section and Precedents



Central Plaza Section B

Legend

1. Central Plaza
2. Raised planters with trees and groundcover plating
3. Pedestrian connection between River Boulevard and the Yarra River
4. Timber sun lounge overlooking lawn
5. Informal lawn
6. River Line water feature with inground jets
7. Timber seating
8. Feature tree planting
9. Building behind
10. Basement car park below
11. Architectural canopy



River corridor planting character



Porte cochere shared space for pedestrians and vehicles



River Line water feature with jets



Central Plaza with raised planters and a variety of seating options

Attachment 2 - PLN21/0836 - Original Landscape Plans

Ground Level
Southern Lagoon Plan

Design Intent

Taking reference from the naturalistic alignment of the Yarra River, the Southern Lagoon space is centered around a curvaceous pool within a heavily vegetated bushland setting.

The heated pool will provide use and enjoyment across not only the summer months, but also the cooler ones by providing spaces for socialising and communal events by the edge of the pool.

The pool itself provides a variety of spaces to interact with the water, including seating lounges set down into the water and a low depth intimate pool zone with swinging lounge pods, creating a relaxing retreat. Adjacent to the south is a 25m two lane lap pool to cater for fitness swimming.

A pavilion building provide amenity spaces for swimming and a multi purpose room that can be used to host events that can then spill onto the adjacent pool concourse.

A path connection is proposed to the western side of the pool area to provide residents direct access to the adjacent Annette's Place dog off leash area and playsapce.



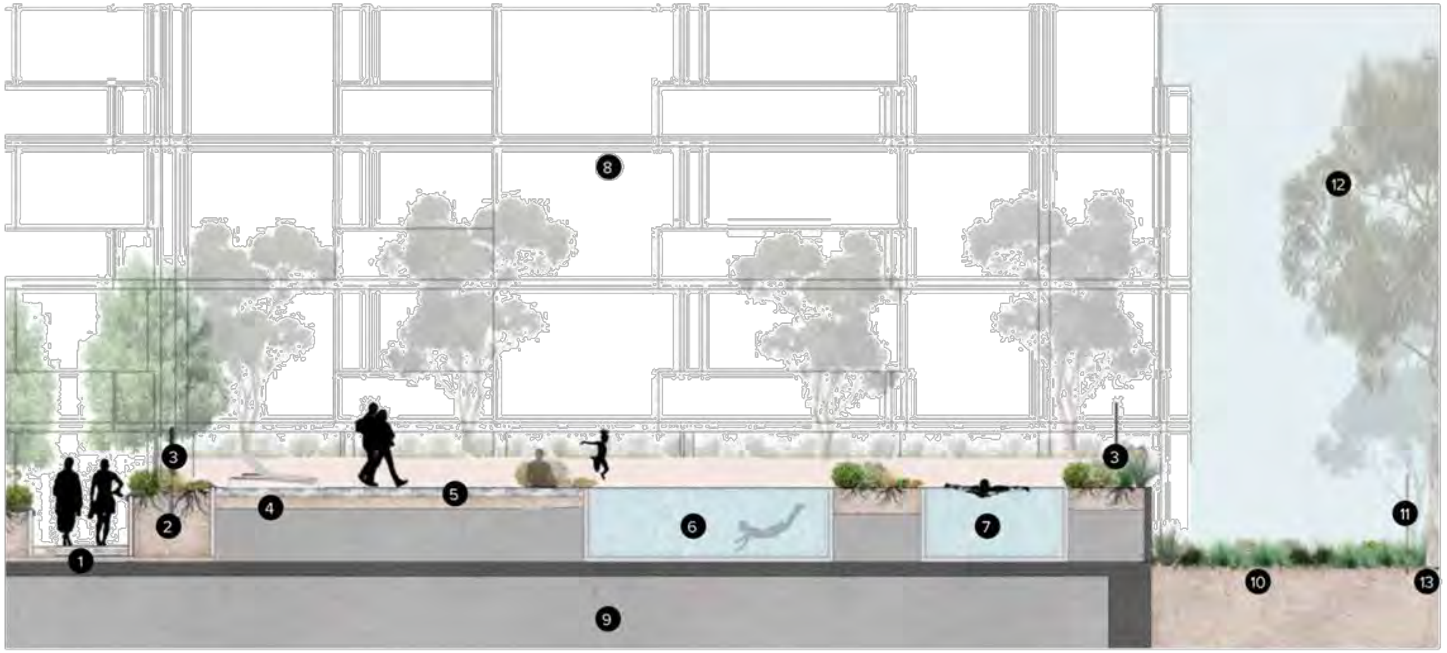
Southern Lagoon Plan

Legend

1. Lagoon pool
2. 2 lane lap pool
3. DDA compliant access ramp
4. Access stairs
5. Day beds
6. Cabana shelters
7. Amenities building
8. Seating lounges within pool
9. Low depth intimate pool zone with swinging lounge pods
10. Raised planters with trees and groundcover planting
11. Retaining wall along easement
12. Stormwater easement
13. Path connection to Annette's Place Park and Playground

Attachment 2 - PLN21/0836 - Original Landscape Plans

Ground Level
Southern Lagoon Section and Precedents



Legend

1. Pedestrian path
2. Raised planter with canopy tree and groundcover planting
3. Glass balustrade
4. Sun lounges
5. Pool concourse
6. Lagoon pool
7. Lap pool
8. Building behind
9. Basement car park below
10. Stormwater easement with groundcover planting
11. 1.8m high palisade fencing
12. Existing trees
13. Annette's Place Park and Playground

Southern Lagoon Section C



Lagoon shaped pool referencing the Yarra River alignment



River corridor vegetation character



Swinging lounge pods to shallow pool

Attachment 2 - PLN21/0836 - Original Landscape Plans

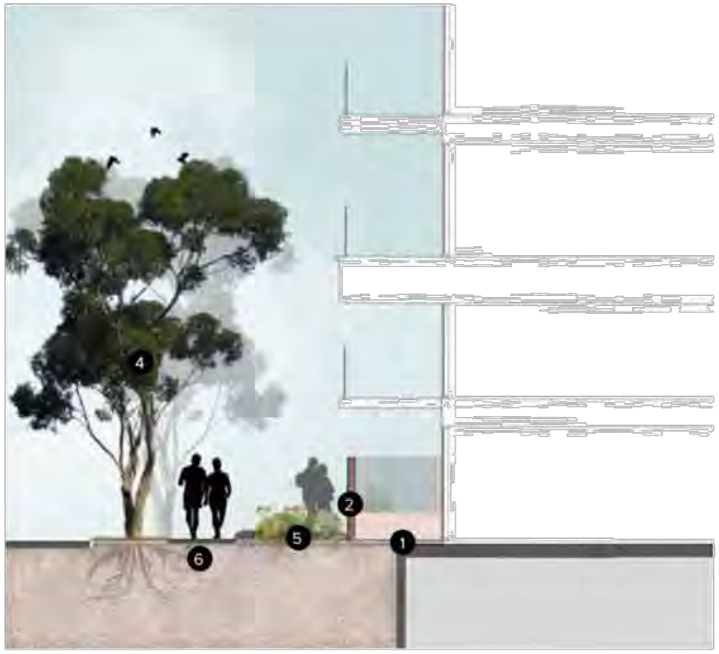
Ground Level
River Boulevard Interface

Design Intent

The landscape response along River Boulevard seeks to continue the strong planted character of the overall development, with visually permeable fencing to provide a positive streetscape presentation.

Legend

1. Private Terraces
2. 1.8m fencing (0.6m concrete plinth with 1.2m high steel fin fencing)
3. Informal paths from private terrace to footpath
4. Existing street trees
5. Ornamental native garden beds typically 1m high
6. Existing footpath



Typical River Boulevard Interface Section D 1:100



Typical Streetscape Plan 1:250



Typical Fencing Elevation 1:40

Attachment 2 - PLN21/0836 - Original Landscape Plans

Ground Level
River Embankment Plan



Attachment 2 - PLN21/0836 - Original Landscape Plans

Ground Level
River Embankment Section and Precedents



River Embankment Section E1

Legend

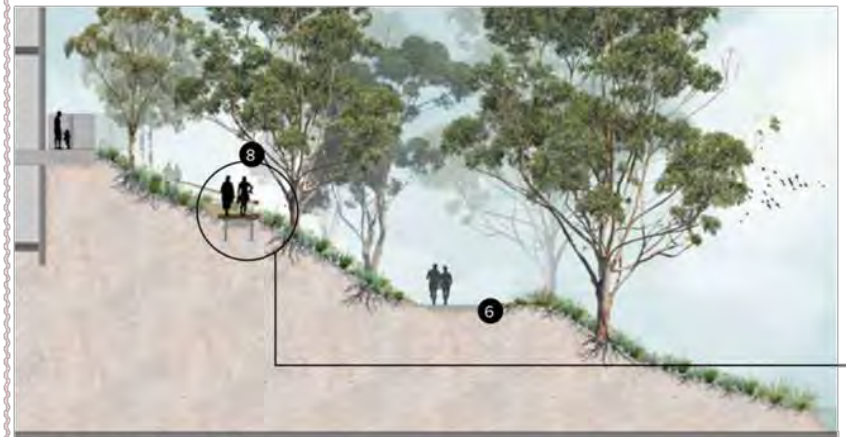
1. River connection bridge over Lower Ground Floor
2. Lower Ground Courtyard
4. Access stairs between Central Plaza and Yarra River
5. Existing, proposed trees and revegetated river embankment
6. Main Yarra Trail
7. Steps and timber jetty to Yarra River
8. DDA Compliant Timber Decked Ramp



Stair connection up the river embankment



Timber boardwalk through existing vegetation



River Embankment Section E2



River Embankment Timber Deck Typical Section

Attachment 2 - PLN21/0836 - Original Landscape Plans



Attachment 2 - PLN21/0836 - Original Landscape Plans

Lower Ground Level
Overall Plan

Lower Ground Level provides a unique, intimate open air space that acts as an outdoor extension of the adjacent communal rooms.

Legend

1. Lower Ground Courtyard Fitness Zone
2. Lower Ground Courtyard Outdoor Working Zone
3. Central Plaza
4. River Embankment
5. Bridge Over



Attachment 2 - PLN21/0836 - Original Landscape Plans

Lower Ground Level
Courtyard Plan



Design Intent

The Lower Ground Courtyard is a unique space within the development, providing an enclosed retreat for residents.

The northern section is an outdoor fitness zone, extending the health and well being focus of the adjacent building rooms. Soft surfacing will allow for outdoor fitness activities and training, which is supported by fixed outdoor equipment and rock climbing to the adjacent wall face.

The southern areas is an outdoor working space, complementing the adjacent indoor working arrangement. A variety of individual working stations and communal desks are provides, all within a heavily vegetated and serene setting.

This amenity is supported by the River Line element, which will cascade down the adjacent wall from the Central Plaza level above, falling to a small pond and surrounding meditation garden.

The adjacent wall interfacing the basement car park will be vegetated with climbing plants supported on cables and canopy trees into natural soil and structural soils, supporting adjacent pavement will provided sufficient soil volume for tree establishment. This vegetated interface will provide an attractive outlook of the courtyard spaces from the adjacent internal building rooms.

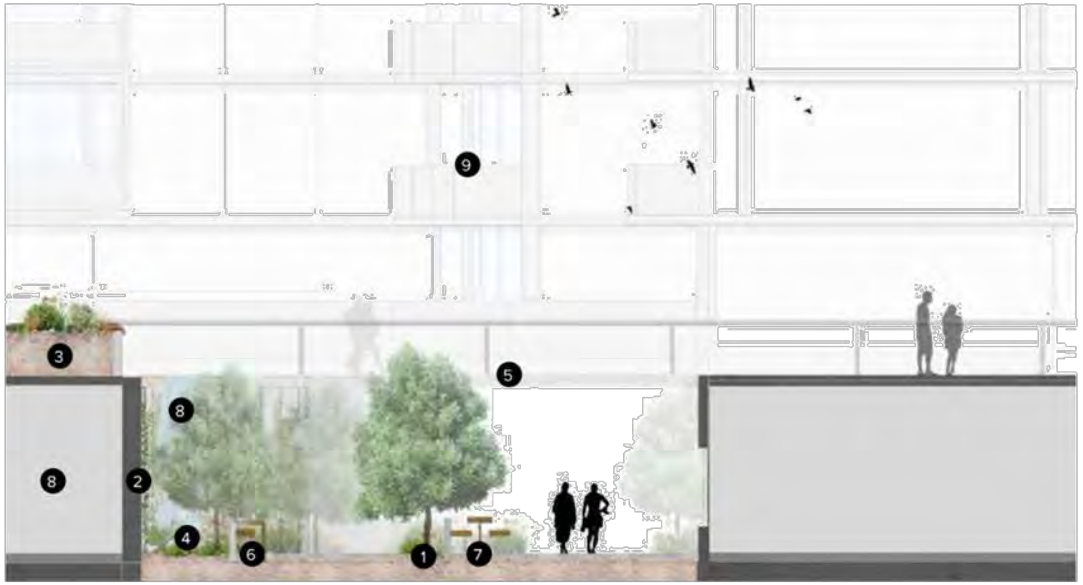
An overhead pedestrian bridge, linking the Central Plaza with the River Embankment traverses the space, and is framed with large canopy trees that provide a vegetated connection between the river corridor and central plaza. Below the bridge an outdoor working pod is proposed, providing a space with AV equipment and enclosed with surrounding vegetation.

Legend

1. Canopy trees in deep soil with structural soil below surrounding pavement
2. Outdoor fitness area with surfacing and fixed equipment
3. Rock climbing to wall
4. Feature garden beds along wall with climbing plants
5. Pedestrian bridge over
6. Outdoor working pod with AV equipment
7. River Line water fall and pond feature elements
8. Meditation garden
9. Outdoor working stations
10. Outdoor working tables

Attachment 2 - PLN21/0836 - Original Landscape Plans

Lower Ground Level
Courtyard Section and Precedents



Courtyard Section F

Legend

1. Canopy trees in deep soil with structural soil below surrounding pavement
2. Climbing plants on steel cables along wall
3. Raised planter at Central Plaza level
4. Feature garden bed along wall
5. Pedestrian bridge over behind
6. Outdoor working stations
7. Outdoor working tables
8. Basement car park
9. Building behind



Outdoor working stations



Intimate vegetated setting



Outdoor fitness provision

Attachment 2 - PLN21/0836 - Original Landscape Plans



Attachment 2 - PLN21/0836 - Original Landscape Plans

Level 5 Rooftops
Overall Plan

Level 5 contains two outdoor communal rooftop spaces providing a variety of amenities for residents, overlooking the river corridor.

Legend

1. Level 5 Northern Rooftop
2. Level 5 Southern Rooftop



Level 5 Overall Plan

Attachment 2 - PLN21/0836 - Original Landscape Plans

Level 5 Rooftops
North Rooftop Plan



Design Intent

The Northern Rooftop provides an intimate rooftop setting comprised of a number of outdoor rooms for a variety of activities all within a vegetated setting responding to the river corridor character.

Along the eastern interface, working pods, hammocks and sun lounges, framed with vegetation provide serene spaces to work, relax and overlook the river corridor.

This is complemented with outdoor alfresco dining rooms, containing table settings for large groups, barbeques and either nestled within surrounding planting or open to views across the Central Plaza to the west.

Legend

1. Outdoor working room
2. Swing hammocks
3. Sunken private dining room with BBQ
4. Sun lounges
5. Sun deck
6. Private dining room with BBQ
7. Private lounge area
8. Water feature
9. Kitchenette
10. Toilets


Private dining spaces


Communal dining


Intimate lounges


River views and ornamental planting

Attachment 2 - PLN21/0836 - Original Landscape Plans

Level 5 Rooftops
South Rooftop Plan



Design Intent

The Southern Rooftop looks to complement the intimacy of the Northern Rooftop by providing an open space centered around a lawn and open deck. These spaces promote larger gatherings for the residents, such as communal dining events, outdoor cinema and the like.

The eastern side of the rooftop maximises its River outlook with smaller intimate spaces including outdoor dining rooms, lounges and sun beds.

The western side of the space provides a garden walk within a heavily vegetated setting, with private lounges and sun lounges with an outlook to the Central Plaza.

Legend

1. Private dining room with BBQ
2. Private lounge area
3. BBQ and pizza oven
4. Central lawn
5. Open deck with sun lounges and tables
6. Sun lounge
7. Sunken lounges
8. Intimate lounge
9. Garden walk
10. Toilets
11. Kitchenette


Open lawn for communal events

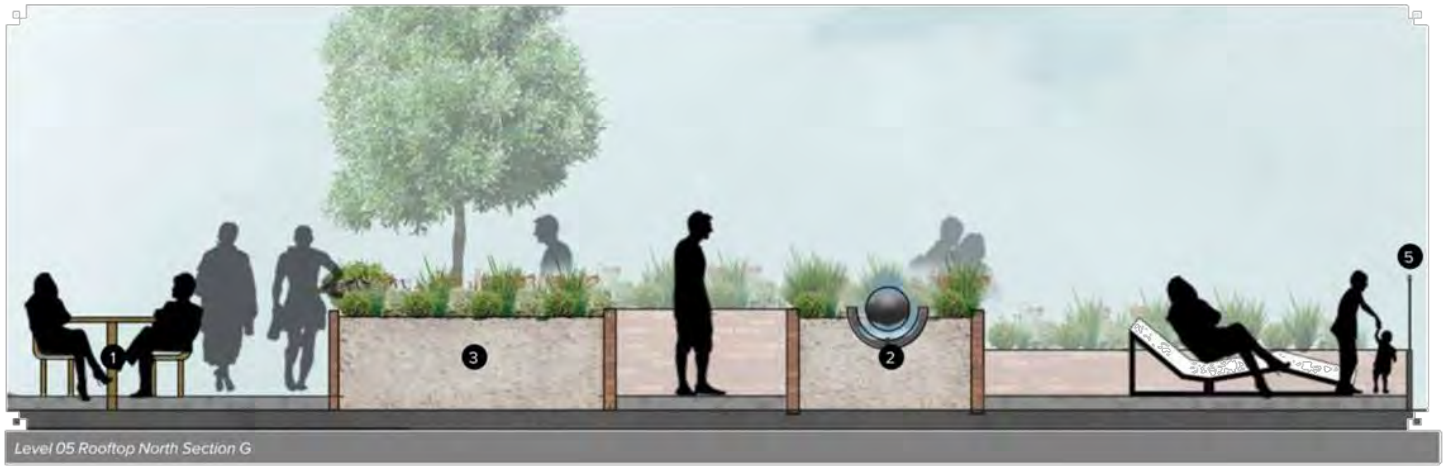

Communal dining facilities


Barbeques and lounges


Communal events

Attachment 2 - PLN21/0836 - Original Landscape Plans

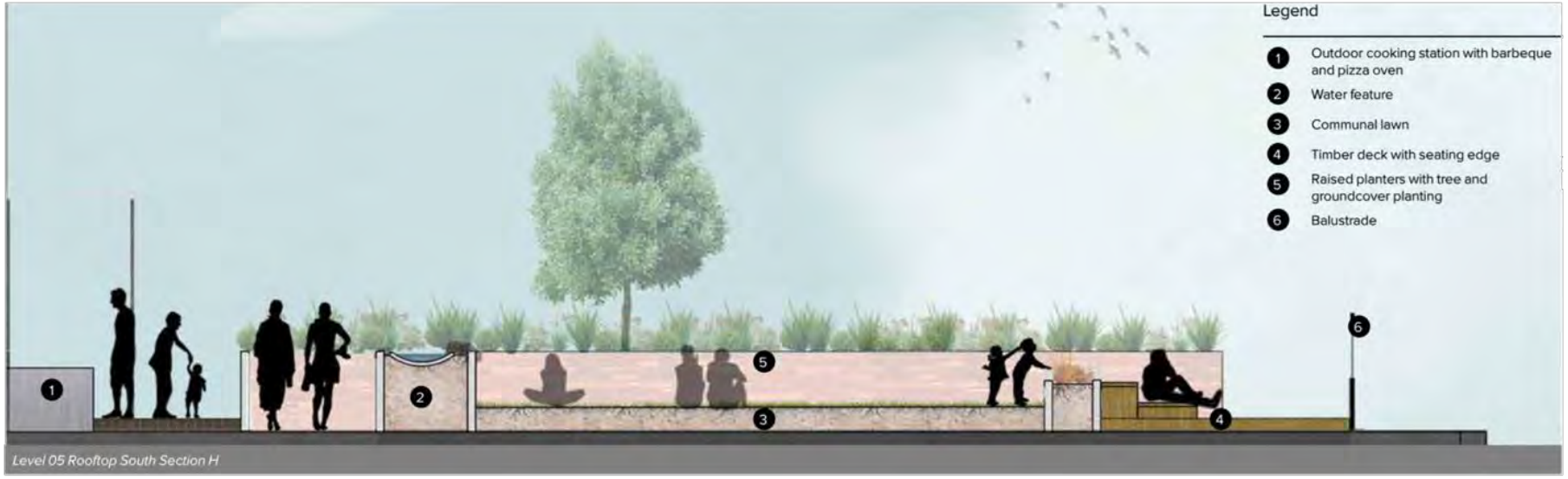
Level 5 Rooftops
Rooftop Sections



Level 05 Rooftop North Section G

Legend

1. Outdoor seating
2. Water feature
3. Raised planters with tree and groundcover planting
4. Sun lounges
5. Balustrade



Level 05 Rooftop South Section H

Legend

1. Outdoor cooking station with barbeque and pizza oven
2. Water feature
3. Communal lawn
4. Timber deck with seating edge
5. Raised planters with tree and groundcover planting
6. Balustrade

Attachment 2 - PLN21/0836 - Original Landscape Plans

Level 6
Overall Plan

Level 6 provides an outdoor rooftop space along the southern interface, with an outlook across both the Southern Lagoon below and adjacent Anette's Park and Playspace.

Legend

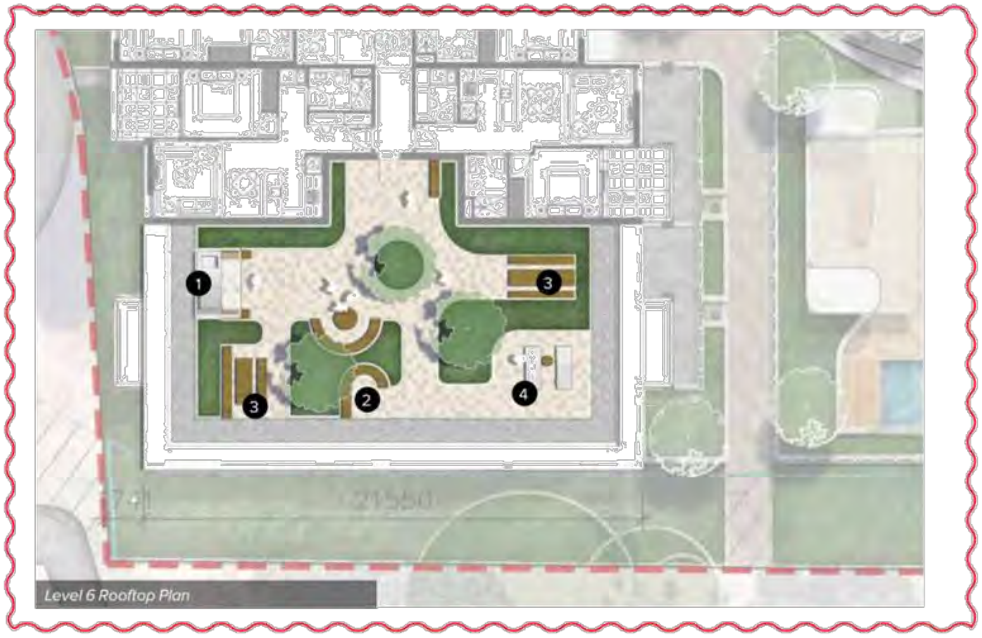
1 Level 6 Rooftop



Level 6 Overall Plan

Attachment 2 - PLN21/0836 - Original Landscape Plans

Level 6 Rooftop
Rooftop Plan



Design Intent

The Level 6 Rooftop provides an intimate rooftop spaces providing both outdoor dining and lounges, and an open flexible space to provide for small to medium sized gatherings.

Legend

1. BBQ cooking station
2. Lounges
3. Private dining room
4. Sun lounges


Private dining spaces


Communal dining


Intimate lounges


Scenic views

Attachment 2 - PLN21/0836 - Original Landscape Plans



Attachment 2 - PLN21/0836 - Original Landscape Plans

Landscape Diagrams
Tree Retention and Removal Plan



Attachment 2 - PLN21/0836 - Original Landscape Plans

Landscape Diagrams
Tree Retention and Removal Plan



Attachment 2 - PLN21/0836 - Original Landscape Plans

Landscape Diagrams
Tree Retention and Removal Schedule

A total of 67 trees are located within the development site.

Of those 24 trees are to be retained, and 43 are to be removed.

It is noted that trees identified with a low Worthy of Retention score of 3 or below are to be removed, (with the exception of tree no. 167) regardless of whether they are impacted by the proposed development, as recommended by the Arborist Report, due to their poor health, danger and similar issues.

An additional 14 trees are proposed to be removed outside of the development site. These include:

- 7no *Angophora* street trees along Riverside Boulevard, to facilitate the Port Cochere entrance, underground civil works and realignment of the existing footpath to outside of the property boundary, along the driveway south of River Boulevard.
- 5no. *Populars* along the river embankment.
- 2no. *Corymbia* within the property to the north due to the proximity of the proposed basement car park.

For further information regarding existing trees, refer to the *Riverside Richmond Development* Arborist Report dated 20th September, prepared by Galbraith and Associates.

Tree No.	Botanical Name	Common Name	Origin	Height x Spread	Worthy of Retention (WOR)	Within Site (Yes / No)	Action
1	Corymbia ficifolia	Spotted Gum	Australian Native	15m x 10m	5	Yes	Remove
2	Corymbia citriodora	Spotted Gum	Australian Native	12m (high)	4	Yes	Remove
2A	Corymbia citriodora	Lemon Scented Gum	Australian Native	11m (high)	5	Yes	Remove
2AB	Corymbia citriodora	Spotted Gum	Australian Native	15+m	5	Yes	Remove
3	Corymbia citriodora	Lemon Scented Gum	Australian Native	16m (high)	5	Yes	Remove
3A	Corymbia citriodora	Lemon Scented Gum	Australian Native	16m (high)	5	Yes	Remove
4	Corymbia citriodora	Lemon Scented Gum	Australian Native	14m (high)	5	Yes	Remove
5	Corymbia ficifolia	Spotted Gum	Australian Native	13m (high)	5	Yes	Remove
6	No tree						
7	Melaleuca quinquenervia	Paperbark	Australian Native	15m (high)	5	Yes	Remove
8	Agonis flexuosa	Willow Myrtle	Australian Native	12m (high)	5	Yes	Remove
9	Agonis flexuosa	Willow Myrtle	Australian Native	12m (high)	5	Yes	Remove
10	Agonis flexuosa	Willow Myrtle	Australian Native	12m (high)	5	Yes	Remove
11	Agonis flexuosa	Willow Myrtle	Australian Native	12m (high)	5	Yes	Remove
12	Agonis flexuosa	Willow Myrtle	Australian Native	12m (high)	5	Yes	Remove
13	Agonis flexuosa	Willow Myrtle	Australian Native	12m (high)	5	Yes	Remove
14	Agonis flexuosa	Willow Myrtle	Australian Native	12m (high)	5	Yes	Remove
15	Agonis flexuosa	Willow Myrtle	Australian Native	12m (high)	5	Yes	Remove
16	Agonis flexuosa	Willow Myrtle	Australian Native	12m (high)	5	Yes	Remove
17	Agonis flexuosa	Willow Myrtle	Australian Native	12m (high)	5	Yes	Remove
18	Melaleuca quinquenervia	Paperbark	Australian Native	8m (high)	4	Yes	Remove
19	Melaleuca quinquenervia	Paperbark	Australian Native	8m (high)	4	Yes	Remove
20	Agonis flexuosa	Willow Myrtle	Australian Native	12m (high)	5	Yes	Remove
21	Agonis flexuosa	Willow Myrtle	Australian Native	12m (high)	5	Yes	Remove
22	Agonis flexuosa	Willow Myrtle	Australian Native	12m (high)	5	Yes	Remove
23	Agonis flexuosa	Willow Myrtle	Australian Native	12m (high)	5	Yes	Remove
24	Agonis flexuosa	Willow Myrtle	Australian Native	12m (high)	5	Yes	Remove
25	Agonis flexuosa	Willow Myrtle	Australian Native	12m (high)	5	Yes	Remove
26	Agonis flexuosa	Willow Myrtle	Australian Native	12m (high)	5	Yes	Remove
27	Agonis flexuosa	Willow Myrtle	Australian Native	12m (high)	5	Yes	Remove
28	Agonis flexuosa	Willow Myrtle	Australian Native	12m (high)	5	Yes	Remove
29	Agonis flexuosa	Willow Myrtle	Australian Native	12m (high)	5	Yes	Remove
30	Agonis flexuosa	Willow Myrtle	Australian Native	12m (high)	5	Yes	Remove
31	Agonis flexuosa	Willow Myrtle	Australian Native	12m (high)	5	Yes	Remove
32	Agonis flexuosa	Willow Myrtle	Australian Native	12m (high)	5	Yes	Remove
33	Agonis flexuosa	Willow Myrtle	Australian Native	12m (high)	5	Yes	Remove
34	Agonis flexuosa	Willow Myrtle	Australian Native	12m (high)	5	Yes	Remove
35	Agonis flexuosa	Willow Myrtle	Australian Native	12m (high)	5	Yes	Remove
36	Agonis flexuosa	Willow Myrtle	Australian Native	12m (high)	5	Yes	Remove
37	Agonis flexuosa	Willow Myrtle	Australian Native	12m (high)	5	Yes	Remove
38	Agonis flexuosa	Willow Myrtle	Australian Native	12m (high)	5	Yes	Remove
39	Agonis flexuosa	Willow Myrtle	Australian Native	12m (high)	5	Yes	Remove
40	Agonis flexuosa	Willow Myrtle	Australian Native	12m (high)	5	Yes	Remove
41	Agonis flexuosa	Willow Myrtle	Australian Native	12m (high)	5	Yes	Remove
42	Agonis flexuosa	Willow Myrtle	Australian Native	12m (high)	5	Yes	Remove
43	Agonis flexuosa	Willow Myrtle	Australian Native	12m (high)	5	Yes	Remove

Tree Retention / Removal Schedule - Part 1 of 3

Attachment 2 - PLN21/0836 - Original Landscape Plans

Landscape Diagrams
Tree Retention and Removal Schedule

Tree No.	Botanical Name	Common Name	Origin	Height x Spread	Worthy of Retention (WOR)	Within Site (Yes / No)	Action
87	Eucalyptus leucoxylon subsp. megalocarpa	White Ironbark/Yellow Gum	Indigenous	15 x 10m		No	Retain
88	Eucalyptus maculata	Spotted Gum	Indigenous/Native	30 x 8m		No	Retain
89	Acacia melanoxylon	Blackwood	Indigenous	25 x 15m		Yes	Retain
90	Acacia melanoxylon	Blackwood	Indigenous	12 x 4m		Yes	Retain
91	Acacia melanoxylon	Blackwood	Indigenous	4 x 4m		Yes	Retain
92	Acacia implexa	Lightwood	Indigenous	25 x 5m		Yes	Retain
93	Eucalyptus melliodora	Yellow Box	Indigenous	8 x 6m		No	Retain
94	Eucalyptus leucoxylon	Yellow Gum	Indigenous	8 x 6m		No	Retain
95	Acacia implexa	Lightwood	Indigenous	15 x 2m	2	Yes	Retain
96	No tree						
97	Eucalyptus leucoxylon subsp. megalocarpa	Melbourne Yellow Gum	Indigenous	15 x 15m		No	Retain
98	Eucalyptus leucoxylon subsp. megalocarpa	Melbourne Yellow Gum	Indigenous	12 x 3m		No	Retain
99	Eucalyptus melliodora	Yellow Box	Indigenous	12 x 8m		No	Retain
100	Angophora costata	Smooth-barked Apple	Australian Native	15 x 6m		No	Retain
101	Eucalyptus camaldulensis	River Red Gum	Indigenous	15 x 15m		No	Retain
102	No tree						
103	No tree						
104	Angophora costata	Smooth-barked Apple	Australian Native	15m height		No	Remove
105	Angophora costata	Smooth-barked Apple	Australian Native	15m height		No	Remove
106	Angophora costata	Smooth-barked Apple	Australian Native	15m height		No	Remove
107	Angophora costata	Smooth-barked Apple	Australian Native	15m height		No	Remove
108	Angophora costata	Smooth-barked Apple	Australian Native	15m height		No	Remove
109	Angophora costata	Smooth-barked Apple	Australian Native	15m height		No	Retain
110	Angophora costata	Smooth-barked Apple	Australian Native	15m height		No	Retain
111	Angophora costata	Smooth-barked Apple	Australian Native	15m height		No	Retain
112	Angophora costata	Smooth-barked Apple	Australian Native	15m height		No	Retain
113	Angophora costata	Smooth-barked Apple	Australian Native	15m height		No	Remove
114	Eucalyptus melliodora/leucoxylon subsp. megalocarpa	Yellow Gum	Indigenous/Native	11 x 14m	2	Yes	Retain
115	No tree						
116	Eucalyptus cinerea	Argyle Apple	Australian Native	8 x 12m	4	No	Retain
117	No tree						
118	Eucalyptus melliodora	Yellow Box	Indigenous	12 x 6m	4	Yes	Retain
119	Eucalyptus melliodora	Yellow Box	Indigenous	12 x 16m	4	Yes	Retain
120	Eucalyptus camaldulensis	River Red Gum	Indigenous	15 x 15m	4	Yes	Retain
121	Eucalyptus camaldulensis	River Red Gum	Indigenous		2	No	Retain
122	Melaleuca decussata	Mixed Native Plantings	Australian Native		0	No	Remove
123	No tree						
124	Eucalyptus cinerea	Argyle Apple	Indigenous	8 x 8m	2	No	Retain
125	Eucalyptus camaldulensis	Red Gum	Indigenous	11 x 12m	3	Yes	Retain
126	Eucalyptus melliodora	Yellow Box	Indigenous	12 x 6m	4	No	Retain
127	Eucalyptus melliodora	Yellow Box	Indigenous	15 x 16m	5	Yes	Retain
128	No tree						
129	No tree Mixed indigenous planting (refer to Arborist Report)		Indigenous	10m height	3	No	Retain
129A	No tree						
129B	No tree						
130	Eucalyptus camaldulensis	River Red Gum	Indigenous	25m/ 10m	5	Yes	Retain
131	Eucalyptus camaldulensis	River Red Gum	Indigenous	18m/ 15m	5	No	Retain
132	No tree						
133	Eucalyptus camaldulensis	River Red Gum	Indigenous	18m/ 11m	5	No	Retain
133A	No tree						
134	Eucalyptus camaldulensis	River Red Gum	Indigenous	18m/ 11m	5	No	Retain
135	Eucalyptus melliodora	Yellow Box	Indigenous	15m/ 10m	5	No	Retain
136	Eucalyptus camaldulensis	River Red Gum	Indigenous	25m/ 10m	5	No	Retain
137	Eucalyptus camaldulensis	River Red Gum	Indigenous	20m/ 15m	4	No	Retain
138	Eucalyptus camaldulensis	River Red Gum	Indigenous	18m height	3m/5	No	Retain
139	Eucalyptus camaldulensis	River Red Gum	Indigenous	15m height	3m/5	No	Retain
140	Eucalyptus camaldulensis	River Red Gum	Indigenous	15m height	3m/5	No	Retain
141	Eucalyptus camaldulensis	River Red Gum	Indigenous	15m height	3m/5	No	Retain
142	Eucalyptus camaldulensis	River Red Gum	Indigenous	15m height	3m/5	No	Retain
143	Eucalyptus camaldulensis	River Red Gum	Indigenous	15m height	3m/5	No	Retain
144	Eucalyptus camaldulensis	River Red Gum	Indigenous	15m height	3m/5	No	Retain
145	Eucalyptus camaldulensis	River Red Gum	Indigenous	15m height	3m/5	No	Retain
146	Eucalyptus camaldulensis	River Red Gum	Indigenous	15m height	3m/5	No	Retain
147	Mixed indigenous planting (refer to Arborist Report)		Indigenous		3	No	Retain
148/149	No tree						
150	Eucalyptus camaldulensis	River Red Gum	Indigenous	15 x 10m	5	No	Retain
151	No tree						

Tree No.	Botanical Name	Common Name	Origin	Height x Spread	Worthy of Retention (WOR)	Within Site (Yes / No)	Action
153	Eucalyptus camaldulensis	River Red Gum	Indigenous	15 x 10m	5	Yes	Retain
154	Ficus microcarpa	Fig tree	Exotic	10 x 15m	0	Yes	Retain
155	No tree						Retain
156	Eucalyptus camaldulensis	River Red Gum	Indigenous	20 x 18m	5	Yes	Retain
157	Eucalyptus camaldulensis	Yellow Box/ Gum	Indigenous	15 x 8m	4 to 5	Yes	Retain
158	Eucalyptus camaldulensis	River Red Gum	Indigenous	20 x 18m	5	Yes	Retain
159	Eucalyptus camaldulensis	River Red Gum	Indigenous	15m height	3 to 5	Yes	Retain
160	Eucalyptus camaldulensis	River Red Gum	Indigenous	15m height	4 to 5	Yes	Retain
161	Eucalyptus camaldulensis	River Red Gum	Indigenous	15m height	4 to 5	Yes	Retain
162	Eucalyptus camaldulensis	River Red Gum	Indigenous	15m height	3 to 5	Yes	Retain
163	No tree						
164	Eucalyptus camaldulensis	River Red Gum	Indigenous	15m height	5	No	Retain
165	Eucalyptus camaldulensis	River Red Gum	Indigenous	15m height	5	No	Retain
166	Eucalyptus camaldulensis	River Red Gum	Indigenous	15m height	5	No	Retain
167	Eucalyptus camaldulensis	River Red Gum	Indigenous	15m height	5	No	Retain
168	Angophora costata	Smooth-barked Apple	Australian Native	20 x 14m		No	Retain
169	Eucalyptus melliodora	Yellow Box	Indigenous/Native	20m/ 15m	2	Yes	Retain
170	Eucalyptus camaldulensis	Magnificent Gum	Australian Native	30/20		Yes	Remove
171	Eucalyptus melliodora	Yellow Box	Indigenous/Native	20 x 15m	5	Yes	Retain
172	Eucalyptus camaldulensis	Spotted Gum	Indigenous/Native	20 x 15m	4	Yes	Remove
173	No tree						
174	Eucalyptus camaldulensis	River Red Gum	Indigenous/Native	7 x 8m	4-5	Yes	Remove
175	Eucalyptus camaldulensis	River Red Gum	Australian Native	6 x 8m	3	Yes	Remove
176	No tree						
177	Eucalyptus camaldulensis	River Red Gum	Indigenous	20 x 18m	4 to 5	Yes	Retain
178	Eucalyptus camaldulensis	Eucalyptus species	Australian Native	5 x 6m	3	Yes	Remove

Attachment 2 - PLN21/0836 - Original Landscape Plans

Landscape Diagrams
Proposed Tree Diagram



Attachment 2 - PLN21/0836 - Original Landscape Plans

Landscape Diagrams
Proposed Tree Diagram



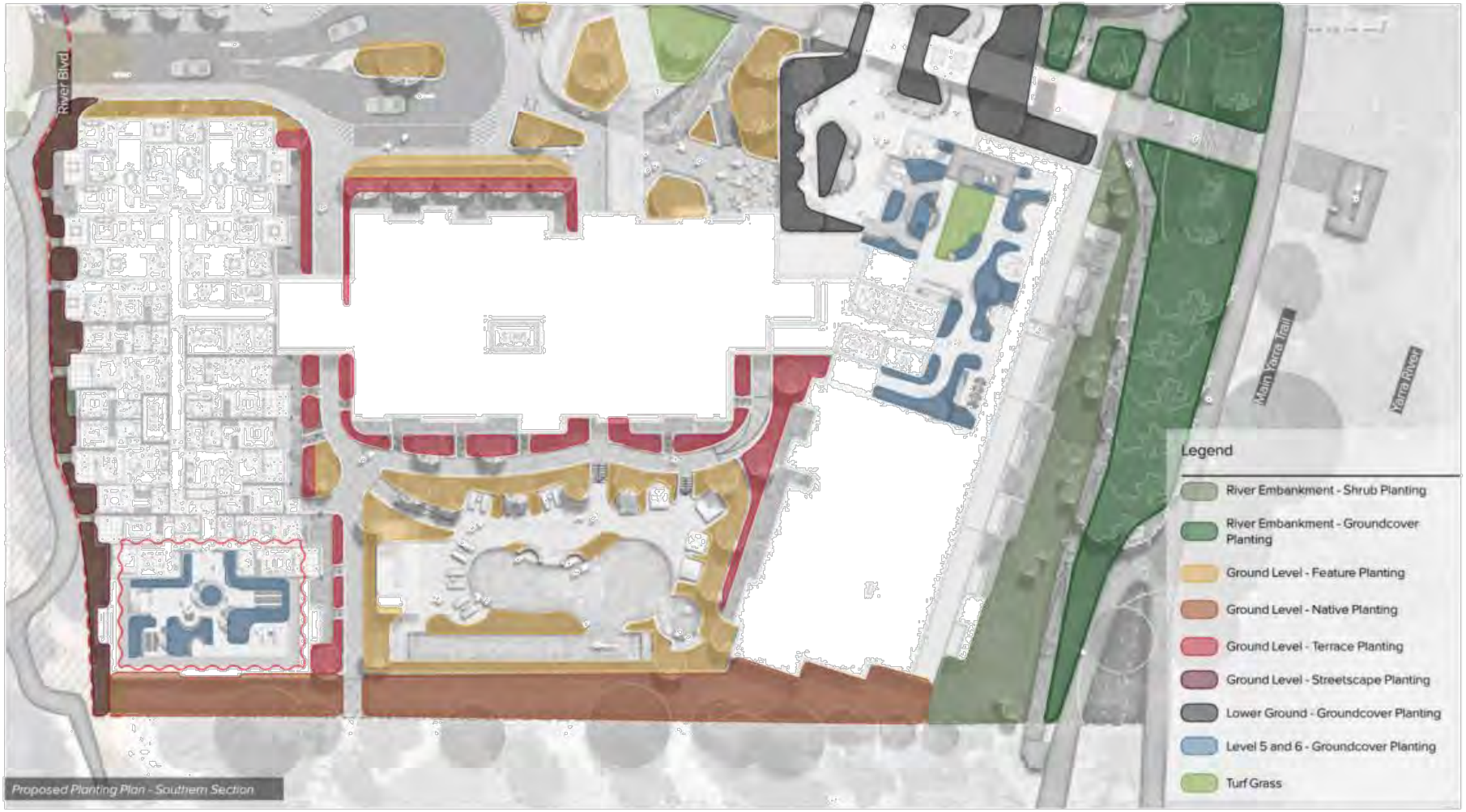
Attachment 2 - PLN21/0836 - Original Landscape Plans

Landscape Diagrams
Proposed Planting Plan



Attachment 2 - PLN21/0836 - Original Landscape Plans

Landscape Diagrams
Proposed Planting Plan



Attachment 2 - PLN21/0836 - Original Landscape Plans

Landscape Diagrams
Proposed Plant Schedule

Code	Botanic Name	Common Name	Mature Size (h x w) (m)	Installation Size	Density	Quantity
	Trees					
Al	*Acacia implexa*	Hickory Wattle / Lightwood	9.0x7.0m	100lt, 50mm dia caliper, 3.5m height	As shown	12
Ap	*Acacia pravissima*	Golden Wattle	5.0x3.0m	45lt, 30mm dia caliper, 2.5m height	As shown	24
Cc	*Corymbia citriodora*	Lemon-scented Gum	20.0x 8.0m	100lt, 50mm dia caliper, 3.5m height	As shown	19
Cs	*Corymbia citriodora 'Scentsous'*	Dwarf Lemon-scented Gum	7.0 x 5.0m	100lt, 50mm dia caliper, 3.5m height	As shown	10
Cm	*Corymbia maculata*	Spotted Gum	25.0 x 15.0m	100lt, 50mm dia caliper, 3.5m height	As shown	8
Es	*Eucalyptus cassia 'Silver Princess'*	Silver Princess	6.0 x 4.0m	100lt, 50mm dia caliper, 3.5m height	As shown	10
Ec	*Eucalyptus camaldulensis*	River Red Gum	25.0x 20.0m	100lt, 50mm dia caliper, 3.5m height	As shown	3
Ei	*Eucalyptus leucoxylon 'Rosea'*	Red Flowering Yellow Gum	12.0 x 7.0m	100lt, 50mm dia caliper, 3.5m height	As shown	5
Em	*Eucalyptus nanifera 'Little Spotty'*	Dwarf Brittle Gum	8.0 x 5.0m	100lt, 50mm dia caliper, 2.5m height	As shown	19
Es	*Eucalyptus pauciflora 'Little Snowman'*	Dwarf Snow Gum	7.0 x 5.0m	100lt, 50mm dia caliper, 2.5m height	As shown	23
Pc	*Pyrus calleryana 'Chanticleer'*	Flowering Ornamental Pear	11.0 x 6.0m	100lt, 50mm dia caliper, 3.5m height	As shown	8
	Trees					

Code	Botanic Name	Common Name	Mature Size (h x w) (m)	Installation Size	Density	Quantity 1032m2
	Ground Level - Feature Planting				6 per m2	6,192
ACA cog	*Acacia cognata 'Mini Cog'*	Dwarf Bower Wattle	1.0m x 1.0m	150mm Pot		
ANI fla	*Anigozanthos flavidus*	Kangaroo Paw	1.0m x 1.0m	150mm Pot		
CAL red	*Callistemon 'Red Rover'*	Red Rover	0.3m x 1.5m	150mm Pot		
CAS gla	*Casuarina glauca 'Cousin It'*	Cousin It	1.0m x 1.0m	150mm pot		
DAM bi	*Dampiera incerta*	Cobalt Mound	0.3 x 0.5m	150mm Pot		
DIA rev	*Dianella revoluta*	Black Anther Flax Lily	0.6m x 0.3m	150mm Pot		
ERE gla	*Eremophila glabra prostrata*	Emu Bush Prostrate	0.2 x 1.5m	150mm Pot		
GRE jun	*Grevillea juniperina 'Gold Cluster'*	Juniper-Leaf Grevillea	0.3 x 1.0m	150mm Pot		
HAR vio	*Hardenbergia violacea*	Creeping Sarsparilla	0.3m x 1.0m	150mm Pot		
LEU saf	*Leucadendron laureolum 'Safari Sunset'*	Safari Sunset	1.5m x 1m	150mm Pot		
LOM lon	*Lomandra longifolia*	Spiny Headed Mat Rush	1.2m x 1.5m	150mm Pot		
MYO par	*Myoporum parvifolium*	Boobialla	0.1 x 1.0m	150mm Pot		
SEN mai	*Senecio mandraliscae*	Blue Chalk Sticks	0.3 x 1.0m	150mm Pot		
SYZ aus	*Syzygium australe 'Cinnamon Twist'*	Lily Pilly	3.0 x 1.0m	150mm Pot		
	Ground Level - Feature Planting					

Code	Botanic Name	Common Name	Mature Size (h x w) (m)	Installation Size	Density	Quantity 665m2
	River Embankment - Shrub Planting				1 per m2	665
ACA acl	*Acacia aclinacea*	Gold Dust Wattle	3.0 x 2.0m	150mm pot		
BAN mar	*Banksia marginata*	Silver Banksia	4.0 x 3.0m	150mm pot		
BUR spi	*Bursaria spinosa subsp. spinosa*	Sweet Bursaria	3.0 x 2.0m	150mm pot		
CAL sie	*Callistemon sieberianus*	River Bottlebrush	3.0 x 2.0m	150mm pot		
DOD vis	*Dodonaea viscosa*	Sticky Hop Bush	2.0 x 2.0m	150mm pot		
CAL sie	*Callistemon sieberianus*	River Bottlebrush	3.0 x 2.0m	150mm pot		
	River Embankment - Shrub Planting					

Code	Botanic Name	Common Name	Mature Size (h x w) (m)	Installation Size	Density	Quantity 709m2
	Ground Level - Native Planting				6 per m2	4,254
ACA cog	*Acacia cognata 'Mini Cog'*	Dwarf Bower Wattle	1.0m x 1.0m	Tubestock		
AUS cae	*Austrodanthonia caespitosa*	Common Tussock Grass	0.6m x 0.5m	Tubestock		
CAL ci	*Calocephalus citreus*	Lemon Beauty Heads		Tubestock		
COR alb	*Correa alba*	White Correa	1.5x 1.5m	Tubestock		
DIA rev	*Dianella revoluta*	Black Anther Flax Lily	0.6m x 0.3m	Tubestock		
DIC rep	*Dichondra repens*	Kidney Plant	0.6m x 1.0m	Tubestock		
DRY riv	*Dryandra nivea*	Honeypot Dryandra	0.6m x 0.6m	Tubestock		
GOO ova	*Goodenia ovata*	Hop Goodenia	1.0m x 2.0m	Tubestock		
HAR vio	*Hardenbergia violacea*	Creeping Sarsparilla	0.3m x 1.0m	Tubestock		
LOM lon	*Lomandra longifolia*	Spiny Headed Mat Rush	1.2m x 1.5m	Tubestock		
POA lab	*Poa labillardieri*	Common Tussock Grass	1.0m x 1.0m	Tubestock		
	Ground Level - Native Planting					

Code	Botanic Name	Common Name	Mature Size (h x w) (m)	Installation Size	Density	Quantity 685m2
	River Embankment - Groundcover Planting				6 per m2	5,310
COR gla	*Correa glabra*	Rock Correa	1.0m x 1.0m	Tubestock		
DIA rev	*Dianella revoluta*	Black Anther Flax Lily	0.6m x 0.3m	Tubestock		
DIC rep	*Dichondra repens*	Kidney Plant	0.6m x 1.0m	Tubestock		
GOO ova	*Goodenia ovata*	Hop Goodenia	1.0m x 2.0m	Tubestock		
HAR vio	*Hardenbergia violacea*	Creeping Sarsparilla	0.3m x 1.0m	Tubestock		
LOM lon	*Lomandra longifolia*	Spiny Headed Mat-Rush	1.2m x 1.5m	Tubestock		
MIC sti	*Microlaena stipoides var. stipoides*	Weeping Grass	1.0m x 0.2m	Tubestock		
POA lab	*Poa labillardieri*	Common Tussock Grass	1.0m x 1.0m	Tubestock		
THE tri	*Themeda triandra*	Kangaroo Grass	1.0m x 1.0m	Tubestock		
WAH com	*Wahlenbergia communis*	Native Bluebell	1.0m x 1.0m	Tubestock		
	River Embankment - Groundcover Planting					

Attachment 2 - PLN21/0836 - Original Landscape Plans

Landscape Diagrams
Proposed Plant Schedule

Code	Botanic Name	Common Name	Mature Size (h x w) (m)	Installation Size	Density	Quantity 532m2
	Ground Level - Terrace Planting				6 per m2	3,192
LIR mus	*Liriope muscari*	Lily-	1.2m x 0.6m	150mm Pot		
CAS gla	*Casuarina glauca 'Cousin It'*	Cousin It	1.0m x 1.0m	150mm pot		
CLI min	*Clivea miniata*	Bush Lily	0.6 x 0.6m	150mm Pot		
DIA rev	*Dianella revoluta*	Black Anther Flax Lily	0.6m x 0.3m	150mm Pot		
HAR vio	*Hardenbergia violacea*	Creeping Sarsparilla	0.3m x 1.5m	Tubestock		
LOM lon	*Lomandra longifolia*	Spiny Headed Mat-Rush	1.2m x 1.5m	Tubestock		
MYO par	*Myoporum parvifolium*	Boobialla	0.1 x 1.0m	150mm Pot		
SEN mag	*Senecio magnificus*	Blue Chalk Sticks	0.3 x 1.0m	150mm Pot		

Ground Level - Terrace Planting

Code	Botanic Name	Common Name	Mature Size (h x w) (m)	Installation Size	Density	Quantity 145m2
	Lower Ground - Groundcover Planting				6 per m2	870
ACA cog	*Acacia cognata 'Mini Cog'*	Dwarf Bower Wattle	1.0m x 1.0m	150mm Pot		
APH ros	*Aphanopetalum resinosum*	Gum Vine	3.0m x 1.0m	150mm Pot		
CAR nec	*Carpobrotus rossii*	Pig Face	0.4 x 1.0m	150mm Pot		
CLI min	*Clivea miniata*	Bush Lily	0.6 x 0.6m	150mm Pot		
DIA rev	*Dianella revoluta*	Black Anther Flax Lily	0.6m x 0.3m	150mm Pot		
LOM lon	*Lomandra longifolia*	Spiny Headed Mat-Rush	1.2m x 1.5m	150mm Pot		
MYO par	*Myoporum parvifolium*	Creeping Boobialla	0.3m x 3.0m	150mm Pot		
PAR qui	*Parthenocissus quinquefolia*	Virginia Creeper	Climber	150mm Pot		
POA lab	*Poa labillardieri*	Common Tussock Grass	1.0m x 1.0m	150mm Pot		
TRA jas	*Trachelospermum jasminoides*	Star Jasmine	Climber	150mm Pot		

Lower Ground - Ground Cover Planting

Code	Botanic Name	Common Name	Mature Size (h x w) (m)	Installation Size	Density	Quantity 206m2
	Ground Level - Streetscape Planting				6 per m2	1,236
ACA cog	*Acacia cognata 'Mini Cog'*	Dwarf Bower Wattle	1.0m x 1.0m	150mm Pot		
ANI fla	*Anigozanthos flavidus*	Kangaroo Paw	1.0m x 1.0m	150mm Pot		
CAL red	*Callistemon 'Red Rover'*	Red Rover	0.3m x 1.5m	150mm Pot		
DIA rev	*Dianella revoluta*	Black Anther Flax Lily	0.6m x 0.3m	150mm Pot		
GRE jun	*Grevillea juniperina 'Gold Cluster'*	Juniper-Leaf Grevillea	0.3 x 1.0m	150mm Pot		
LOM lon	*Lomandra longifolia*	Spiny Headed Mat-Rush	1.2m x 1.5m	150mm Pot		
WES fru	*Westringia fruticosa*	Native Rosemary	0.5 x 1.5m	150mm Pot		

Ground Level - Streetscape Planting

Code	Botanic Name	Common Name	Mature Size (h x w) (m)	Installation Size	Density	Quantity 274m2
	Level 5 and 6 - Groundcover Planting				6 per m2	1,644
ACA cog	*Acacia cognata 'Mini Cog'*	Dwarf Bower Wattle	1.0m x 1.0m	150mm Pot		
AJU bis	*Ajuga 'Black Scallop'*	Bule Bugle	0.1m x 0.3m	150mm Pot		
BRA rac	*Brachyscome multifida*	Rock Daisy	0.3m x 0.4m	150mm Pot		
CAS gla	*Casuarina glauca 'Cousin It'*	Cousin It	1.0m x 1.0m	150mm pot		
DIA rev	*Dianella revoluta*	Black Anther Flax Lily	0.6m x 0.3m	150mm Pot		
GRE jun	*Grevillea juniperina 'Gold Cluster'*	Juniper-Leaf Grevillea	0.3 x 1.0m	150mm Pot		
HAR vio	*Hardenbergia violacea*	Creeping Sarsparilla	0.3m x 1.5m	150mm Pot		
LEU sal	*Leucodendron laureolum 'Safari Sunset'*	Safari Sunset	1.5m x 1m	150mm Pot		
DIA rev	*Dianella revoluta*	Black Anther Flax Lily	0.6m x 0.3m	150mm Pot		
LOM lon	*Lomandra longifolia*	Spiny Headed Mat-Rush	1.2m x 1.5m	Tubestock		
MYO par	*Myoporum parvifolium*	Boobialla	0.1 x 1.0m	150mm Pot		
SCA aru	*Scaevola aemula*	Fan Flower	0.3m x 2.0m	150mm Pot		
SED mat	*Sedum 'Matrona'*	Stonecrop	0.2m x 0.2m	Tubestock		

Level 5 and 6 - Ground Cover Planting

Attachment 2 - PLN21/0836 - Original Landscape Plans

Landscape Diagrams
Proposed Plant Palette



Attachment 2 - PLN21/0836 - Original Landscape Plans

Landscape Diagrams
Proposed Plant Palette



Attachment 2 - PLN21/0836 - Original Landscape Plans

Landscape Diagrams
Proposed Plant Palette



Attachment 2 - PLN21/0836 - Original Landscape Plans

Landscape Diagrams
Canopy Coverage

The development site is 18,470m2 in total area.

Based on the canopy spread identified within the Arborist Report, a total of approx 1,094 m2 of canopy coverage is provided by existing trees, which accounts to 5.92% of the total development site area.

A total of 2,552m2 area of canopy is provided by proposed trees, 13.82% of the total development site area. Noting this is based on trees anticipated mature spread and includes canopy overlap to existing trees. For the landscape plans provided within this report, tree canopy spread is shown at 70% of anticipated mature spread, which is as per industry standard for presenting canopy trees.

Overall at maturity, canopy coverage across existing and proposed trees will be 3,646m2, equating to 19.74% of the total development site.

Legend

- Existing Tree Canopy Coverage
- Proposed Tree Canopy Coverage (Shown at 70% mature spread)



Attachment 2 - PLN21/0836 - Original Landscape Plans

Landscape Diagrams
Private, Public and Communal Spaces

The proposed development provides a variety of outdoor spaces for both residents and the broader community.

The Central Plaza (including the porte cochere) and River Embankment area (including steps and boardwalk ramp) are all publicly accessible for use by the community and to facilitate access between the Main Yarra Trail and River Boulevard / Victoria Gardens Precinct.

The Northern Lawn, Southern Lagoon and Lower Ground Courtyard outdoor spaces are all available for use by residents.

It is noted that the Northern Pocket Park, north of the basketball court will be able to continue to be used by the residents of the three adjacent apartment buildings, and the future residents of the Riverside development.

Private outdoor terraces are provided for the ground level apartments, and are enclosed with raised planters and visually permeable fencing to provide both a sense of privacy and passive surveillance of the streetscape and internal communal spaces.

Legend

- Outdoor Communal Spaces
- Publicly Accessible Open Space
- Private Outdoor Spaces



Private, Public and Communal Spaces Plan - Ground and Lower Ground

Attachment 2 - PLN21/0836 - Original Landscape Plans

Landscape Diagrams
Private, Public and Communal Spaces

In addition to the communal spaces provided on the Ground and Lower Ground Levels, outdoor communal rooftop spaces are provided on Level 5, fronting onto the Yarra River corridor, and on Level 6 to the south.

Legend

Outdoor Rooftop Communal Spaces



Private, Public and Communal Spaces Plan - Level 5 and 6

Attachment 2 - PLN21/0836 - Original Landscape Plans

Landscape Diagrams
Universal Access / Path Network

The development proposal seeks to integrate and provide new connections through the existing pedestrian and cycling network.

A new pedestrian and cycling linkage is provided through the central heart of the site, connecting Riverside Boulevard and the broader Victoria Gardens Precinct to the Main Yarra Trail and the Yarra River Corridor. This connection is facilitated by a designated path through the Porte Cochere and Central Plaza, leading to a pedestrian bridge (over Lower Ground Level) to steps navigating the level transition down the river corridor embankment. Complementing the steps is a 1.8m wide timber DDA compliant timber boardwalk that integrates into the embankment and provides access for all abilities and cyclists to the Main Yarra Trail further to the south.

A DDA compliant ramp and step arrangement is provided to connect to Christine Crescent and in addition, a path connection is provided to the south to provide direct resident access to Annette's Place and Playspace to the south.

Legend

- Main Yarra Trail - Shared Use Path
- Existing Footpaths
- Publicly Accessible Pedestrian Path
- Publicly Accessible Stairs
- Publicly Accessible 1.8m wide DDA Compliant Ramp (Pedestrians and Cyclist Use)
- Internal Pedestrian Paths
- Shared Zone (Pedestrians and Vehicles)



Universal Access and Path Network Plan

Attachment 2 - PLN21/0836 - Original Landscape Plans

Landscape Diagrams
Fencing

A variety of fencing treatments are proposed to provide security across the development.

Perimeter fencing is located to the northern and southern interfaces, enclosing the outdoor communal communal spaces and demarcating the title boundary. The proposed fencing is to be a 1.8m high powdercoat palisade fence, providing a visually permeable treatment to integrate into the overall planting scheme.

Along the prominent Riverside Boulevard interface, private terraces are to be enclosed with a fence treatment that comprises of a 0.6m high concrete plinth, with a visually permeable 1.2m high angled steel fin fencing on top, bringing the total fence height to 1.8m. The design intent of the fence is to provide clear definition to the private terraces, while providing visual connectivity between these spaces and the streetscape. The steel fin fencing will match the balustrade detailing of the building to provide a cohesive outcome.

A glass balustrade is provided to the full external extent of the Southern Lagoon Pool for safety and to visually integrate with the integrate into the proposed vegetation.

Legend

- Perimeter fencing - 1.8m high black powdercoat palisade fencing
- Perimeter fencing - 1.8m high palisade secure gate
- Private Terraces to Riverside Blvd - 0.6m high concrete plinth with 1.2m high powdercoat steel fin fencing to match architects detail (1.8m overall height)
- Private Terraces to Riverside Blvd - 1.8m high powdercoat steel fin secure gate
- Southern Lagoon - 1.2m high glass balustrade pool fencing
- Southern Lagoon - 1.2m high pool fencing secure gate



Fencing Plan

Attachment 2 - PLN21/0836 - Original Landscape Plans

Landscape Diagrams
Wayfinding

Wayfinding signage is proposed for the Riverside Richmond Development to encourage public use of the Riverside Plaza and encourage connectivity from River Boulevard/commercial precincts through to the Yarra River.

The signage shall assist people, cyclists, drivers and public transport users to travel safely and confidently through unfamiliar areas; encourage them to explore the places they are visiting; and creates a sense of place that can foster community activity.

A consistent, reliable and integrated wayfinding system is proposed composing of Destination and Directional signage. The proposed locations are noted on the Wayfinding Landscape Diagram with consideration of paths of travel and key decision points ensuring users can navigate throughout the development and through to the Yarra River.

A Signage and Wayfinding Consultant will be engaged in future design stages to develop a Signage Strategy and Suite based on the principles above an in accordance with relevant standards.

Legend

- Destination Sign: to indicate arrival and can include maps or diagrams.
- Directional Sign: to point the observer to one or more destinations



Wayfinding Plan

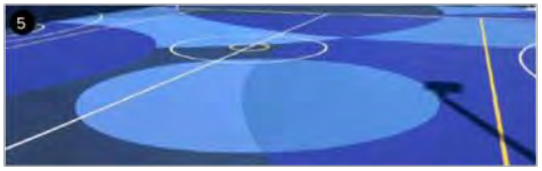
Attachment 2 - PLN21/0836 - Original Landscape Plans

Landscape Diagrams
Materials Palette

	Type	Description	Location
01	Unit Pavers - Plaza	Brown Engineered Granite, Shotblast finish	Ground, Lower Ground
02	Unit Pavers - Shared Space	Dark Brown Engineered Granite, Vehicular grade Shotblast Finish	Ground
03	Feature paving - River Line	Filetti brown natural stone	Ground Floor
04	Raised and Level Deck	Weathered Australian Timber Decking	Ground, Lower Ground
05	Coloured Sports Court Surfacing	Blue laykold surfacing	Ground
06	Loose Pavement Steppers in crushed rock	Natural Australian Bluestone raw edge cut stone set in crushed lilydale toppings	Ground
07	Large format unit paver	Engineered Travertine in P5 finish	Ground, Level 5, Level 6
08	Unit Paver	Granite unit paver exfoliated finish	All (Private terraces)
Walls and Edges			
09	Planter wall	In situ Concrete Wall with cut brick facia	All Levels
10	Retaining wall	Concrete block Wall with stone facing	Ground (embankment)
11	Stone retainers	Locally sourced 3 - 1 tonne Basalt Stone Weathered Boulders	Ground (embankment)
Softscape			
12	Garden Bed	Organic Mulch	All Levels
13	Turf Lawn	Refer to Plant Schedule	Ground
Furniture			
14	Flexible Furniture	Varies	All Levels
15	Integrated Lounges	Timber Cladding, Base varies	All Levels
16	Bench Seating	Timber Cladding, Base varies	All Levels
Miscellaneous			
17	Shade Shelter	Coloured Powder Coat Steel Frame with Slats	Ground





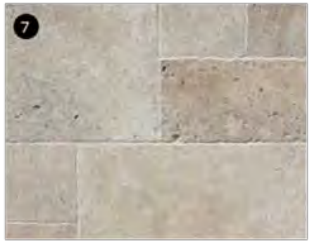
























Attachment 2 - PLN21/0836 - Original Landscape Plans

Landscape Diagrams
Water Feature

Design

The proposed water feature at Riverside is an integral placemaking element that signifies the cultural link to water and a connection to the nearby Yarra River.

1 The focal point of the feature is located within the public plaza space encouraging playfulness, socialisation and establishing a notable site character to form an established sense of place and vibrancy for residents and visitors.

2 The feature extends toward the river, subtly integrated into the pedestrian walk, inviting people to continue their journey toward the river.

3 At the river embankment, the water feature flows away from the path down into inaccessible pools below created by natural local stone boulders. Visitors can view the falling water from timber decked paths that offshoot the main connection to the Yarra Trail. The water flows down toward the river, meeting the indigenous planting established on the banks of the river.

Precedence









Safety

To protect children from the danger of drowning, the water feature has a maximum 40mm depth of water at its deepest point in accessible areas.

The surface paving of the water feature is textured with a minimum P5 slip resistance rating to ensure safe travel within the wet zone of the Plaza.

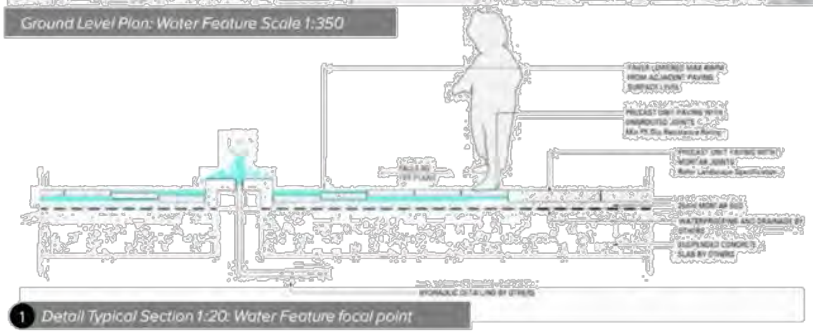
A continual accessible path of travel is maintained throughout the site with the water channelled below the surface at crossing points.

Maintenance

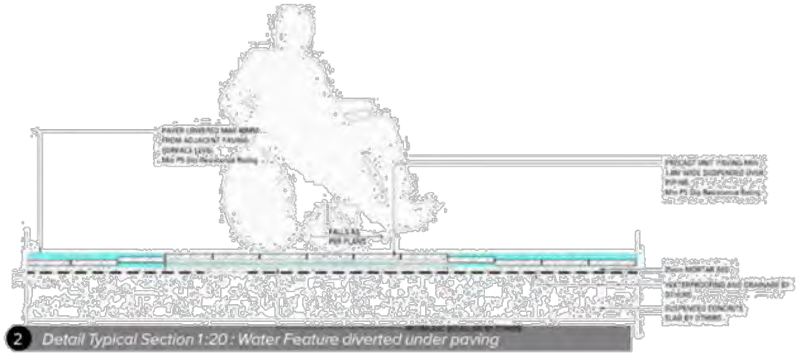
Detailed design for water supply, sewage connection, electrical service, and a seasonal maintenance plan will be prepared by specialists in the Detailed Design phase.



Ground Level Plan: Water Feature Scale 1:350



1 Detail Typical Section 1:20: Water Feature focal point



2 Detail Typical Section 1:20 : Water Feature diverted under paving

Attachment 2 - PLN21/0836 - Original Landscape Plans

Landscape Diagrams
Landscape Maintenance

The Landscape Maintenance Plan provide below is typical and states the general expected maintenance tasks required to ensure the ongoing success of the landscape outcome.

Landscape maintenance program

Maintenance shall mean the care and maintenance of the landscape works by accepted horticultural practice as rectifying any defects that become apparent in the landscape works under normal use. this shall include, but shall not be limited to, watering, mowing, fertilising, reseeding, returfing, weeding, pest and disease control, staking and tying, replanting, cultivation, pruning, aerating, renovating, top dressing, maintaining the site in a neat and tidy condition as follows.

General
The landscape contractor shall maintain the landscape works for the term of the maintenance (or plant establishment) period to the satisfaction of the council. the landscape contractor shall attend to the site on a weekly basis. the maintenance period shall commence at practical completion and continue for a period of twenty six (26) weeks.

Watering
Grass, trees and garden areas shall be watered regularly so as to ensure continuous healthy growth.

Rubbish removal
During the term of the maintenance period the landscape contractor shall remove rubbish that may occur and reoccur throughout the maintenance period. This work shall be carried out regularly so that at weekly intervals the area may be observed in a completely clean and tidy condition.

Replacements
The landscape contractor shall replace all plants that are missing, unhealthy or dead at the landscape contractor's cost. replacements shall be of the same size, quality and species as the plant that has failed unless otherwise directed by the landscape architect. replacements shall be made on a continuing basis not exceeding two (2) weeks after the plant has died or is seen to be missing.

Stakes and ties
The landscape contractor shall replace or adjust plant stakes, and tree guards as necessary or as directed by the landscape architect. Remove stakes and ties at the end of the maintenance period if so directed.

Pruning
Trees and shrubs shall be pruned as directed by the landscape architect. Pruning will be directed at the maintenance of the dense foliage or miscellaneous pruning and beneficial to the condition of the plants. Any damaged growth shall be pruned. All pruned material shall be removed from the site.

Mulched surfaces
All mulched surfaces shall be maintained in a clean and tidy condition and be reinstated if necessary to ensure that a depth of 75mm is maintained. Ensure mulch is kept clear of plant stems at all times.

Pest and diseased control
The landscape contractor shall spray against insect and fungus infestation with all spraying to be carried out in accordance with the manufacturer's directions. Report all instances of pests and diseases (immediately that they are detected) to the landscape architect.

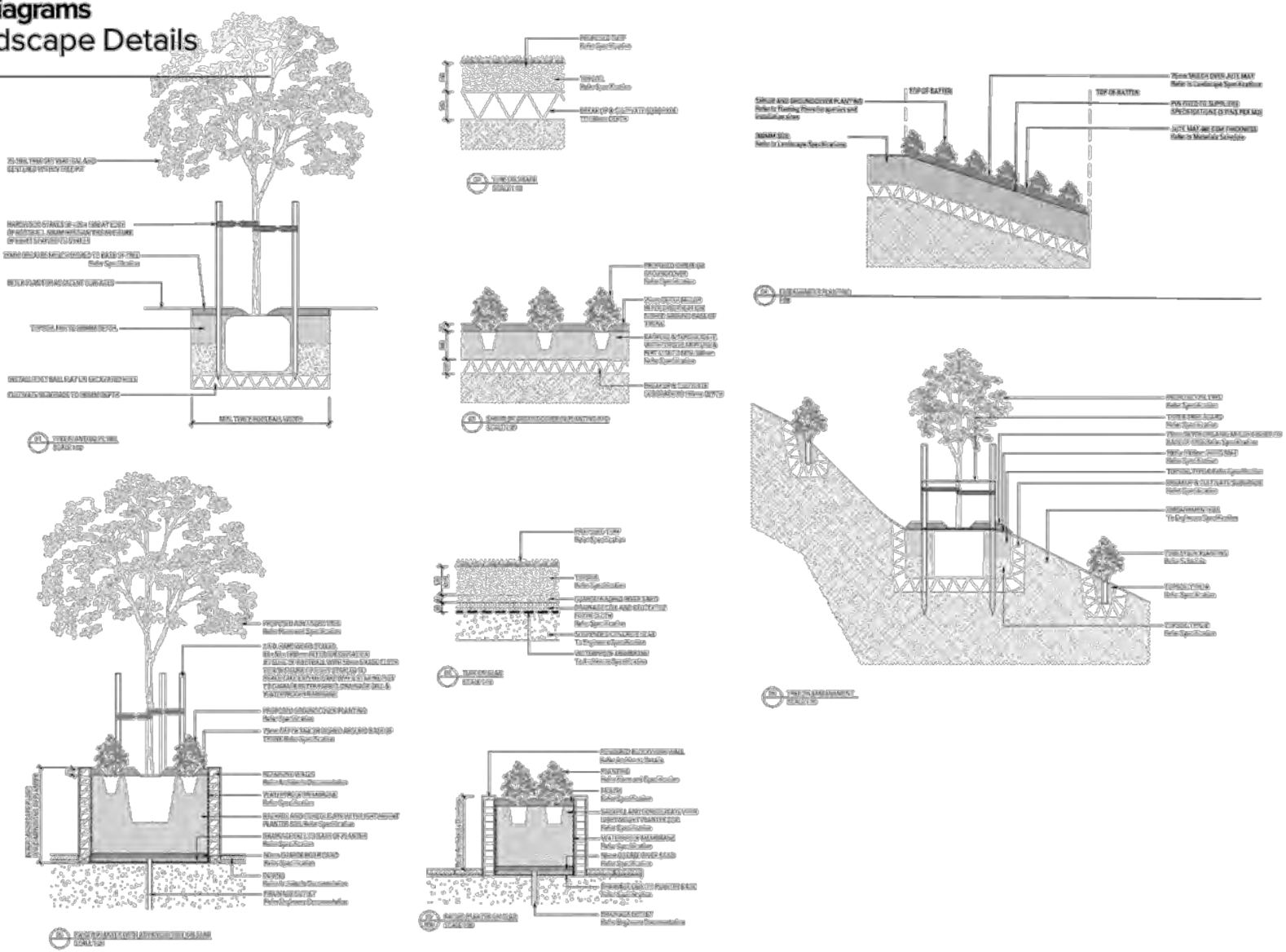
Grass and turf areas
The landscape contractor shall maintain all grass and turf areas by watering, weeding, dressing, rolling, mowing, trimming or other operations as necessary. Seed and turf species shall be the same as the original specified mixture. Grass and turf areas shall be sprayed with approved selective herbicide against broad leafed weeds as required by the landscape architect and in accordance with the manufacturer's directions. grass and turf areas shall be fertilised once a year in autumn with "dynamic lifter" for lawns at a rate of 20kg per 100m2. fertiliser shall be watered in immediately after application. Irregularities in the grass and turf shall be watered in immediately after application. Grass and turf areas shall be kept mown to maintain a healthy and vigorous sward. mowing height: 30-50mm.

Weed eradication
Eradicate weeds by environmentally acceptable methods using a non-residual glyphosate herbicide (eg. 'roundup') in any of its registered formulae, at the recommended maximum rate. Regularly remove by hand, weed growth that may occur or recur throughout grassed, planted and mulched areas. Remove weed growth from an area 750mm diameter around the base of trees in grassed areas. Continue eradication throughout the course of the works and during the maintenance period.

Soil subsidence
Any soil subsidence or erosion which may occur after the soil filling and preparation operations shall be made good by the landscape contractor at no cost to the client.

Attachment 2 - PLN21/0836 - Original Landscape Plans

Landscape Diagrams
Typical Landscape Details



Attachment 2 - PLN21/0836 - Original Landscape Plans



Attachment 3 - PLN21/0836 & PLN22/0142 - Amended Architectural plans



Attachment 3 - PLN21/0836 & PLN22/0142 - Amended Architectural plans



Attachment 3 - PLN21/0836 & PLN22/0142 - Amended Architectural plans



Attachment 3 - PLN21/0836 & PLN22/0142 - Amended Architectural plans



Attachment 3 - PLN21/0836 & PLN22/0142 - Amended Architectural plans



Attachment 3 - PLN21/0836 & PLN22/0142 - Amended Architectural plans



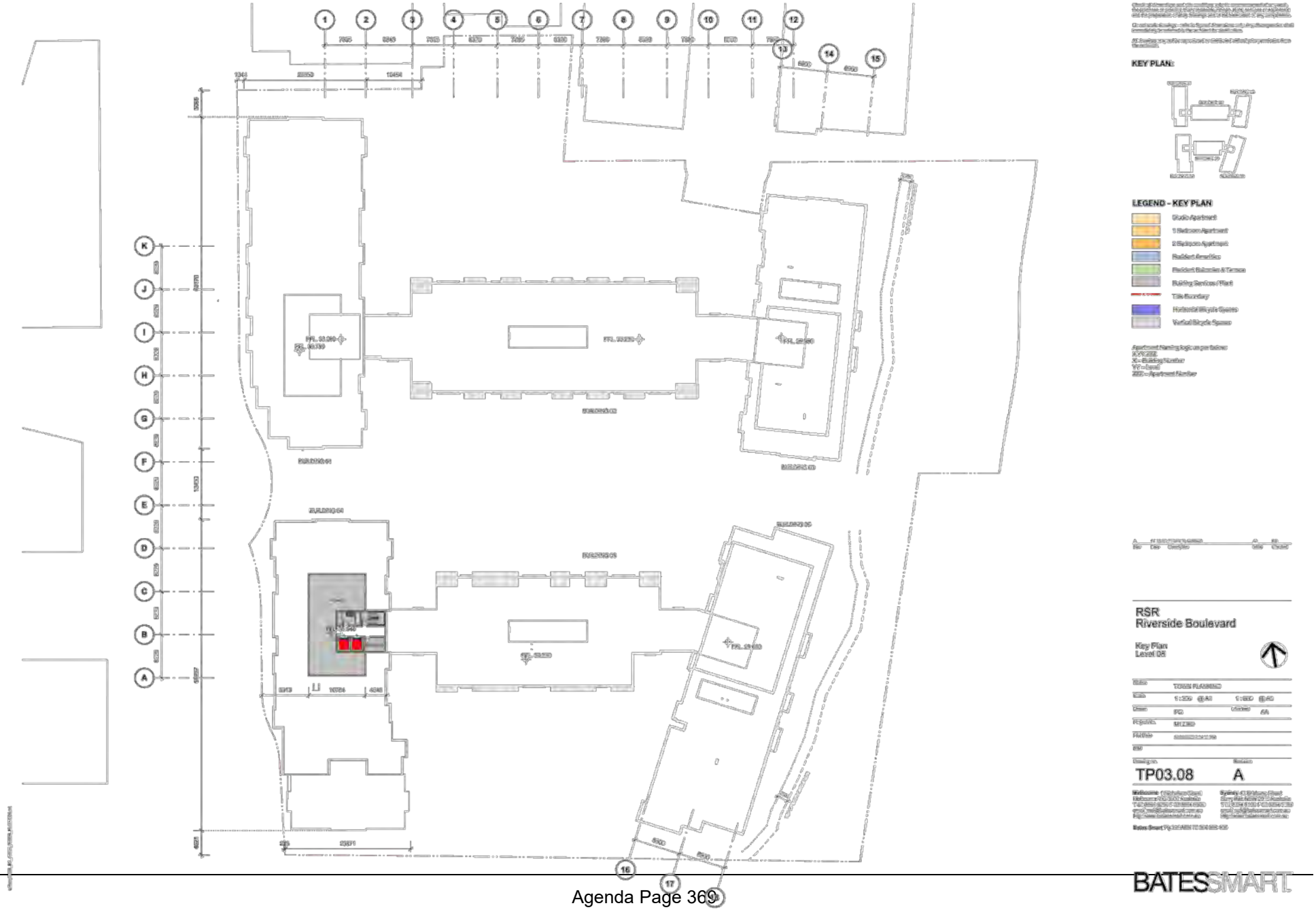
Attachment 3 - PLN21/0836 & PLN22/0142 - Amended Architectural plans



Attachment 3 - PLN21/0836 & PLN22/0142 - Amended Architectural plans



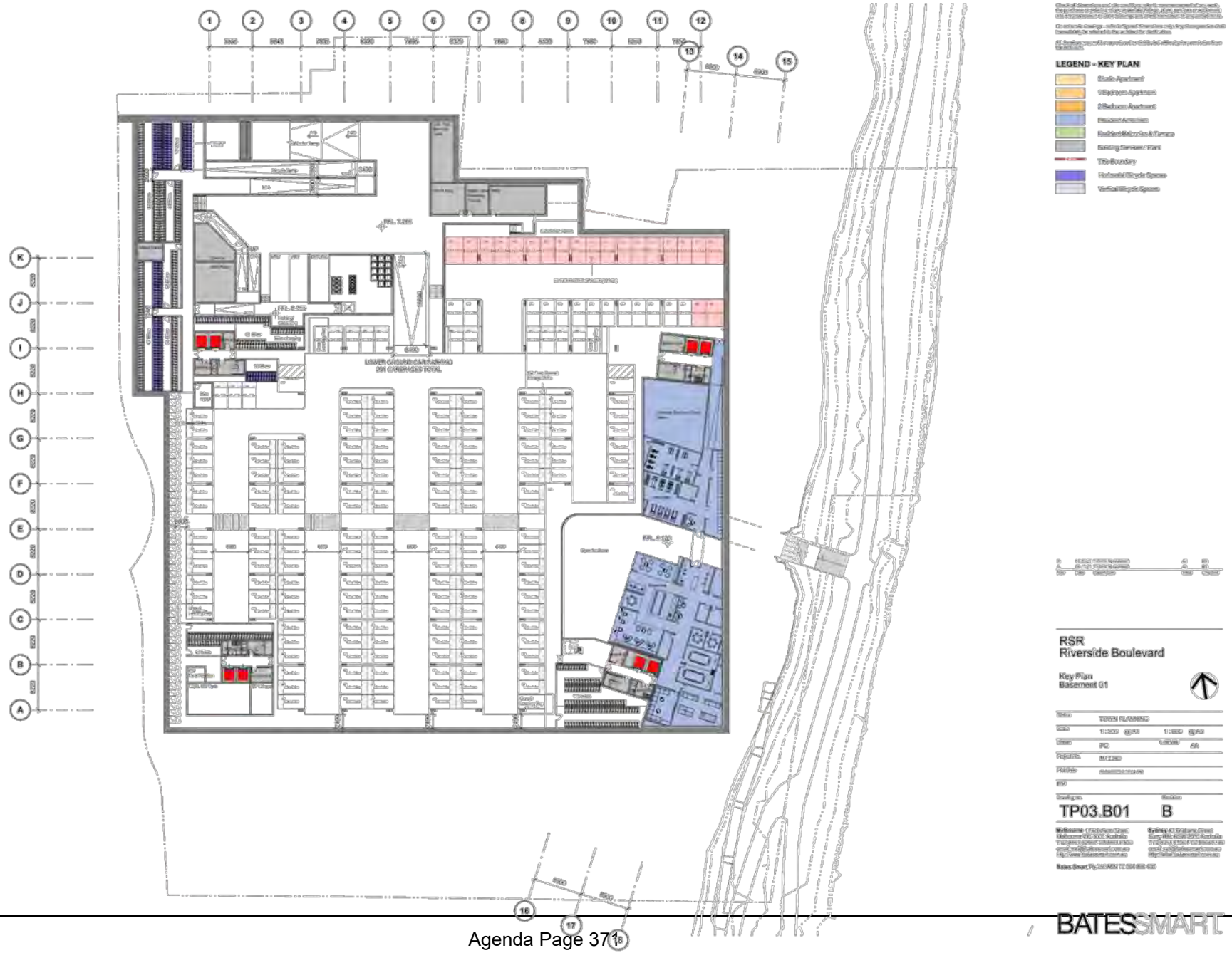
Attachment 3 - PLN21/0836 & PLN22/0142 - Amended Architectural plans



Attachment 3 - PLN21/0836 & PLN22/0142 - Amended Architectural plans



Attachment 3 - PLN21/0836 & PLN22/0142 - Amended Architectural plans



Attachment 3 - PLN21/0836 & PLN22/0142 - Amended Architectural plans



W Elevation - West
1:200



3 Elevation - West Operable Window 01
1:50

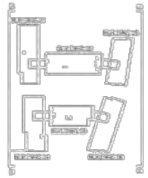


E Elevation - East
1:200



4 Elevation - East Operable Window 01
1:50

KEY PLAN:



FACADE LEGEND:

PF-01	Paint Finish
PC-01	Precast Concrete Pier (Light Finish)
RC-01	Masonry Paint Finish (Warm Colour)
RC-02	Masonry Paint Finish (Light Colour)
RC-03	Masonry Paint Finish (Ribbed Light Colour)
GL-01	Clear Glazing
LV-01	Plant Screen/ Dark Metal Louvre
TB-01	Pre-Cast Panel w Timber look Form liner
TC-01	Aluminium Cladding (Warm Tan Colour)
TPC-01	Textured Masonry Cladding
BAL-01	Dark Metal Balustrade
BAL-02	Textured Masonry (To Match TPC-01)
BAL-03	Clear Glass with Dark Metal Frame
BAL-04	Concrete Side / Clear Glass Front
BAL-05	Textured Masonry Cladding At Bottom With Clear Glazing on top

RSR
Riverside Boulevard

External Elevations
Elevations East - West

TOWN PLANNING

1:250 @A1 1:500 @A3

PG MA

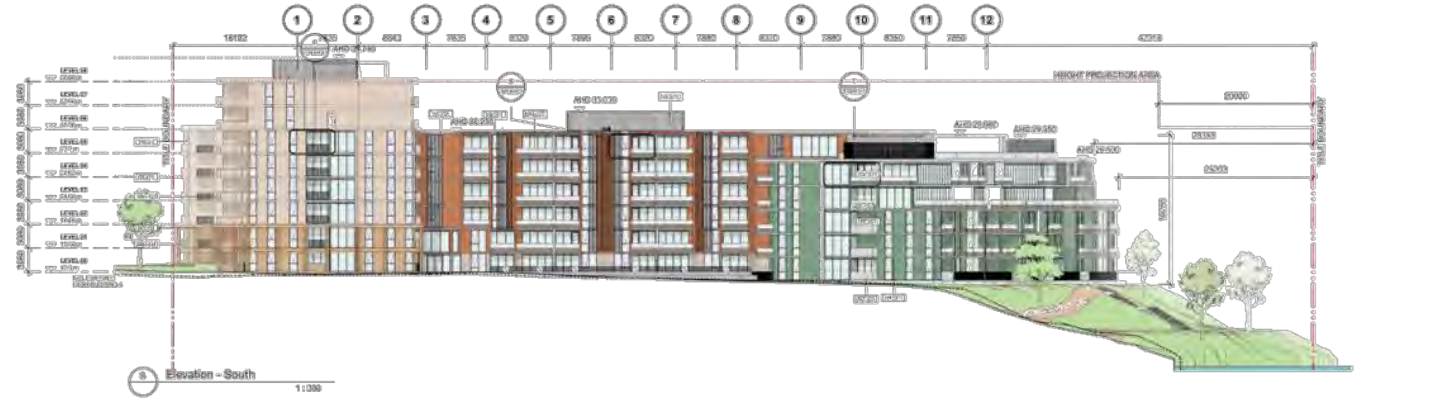
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Attachment 3 - PLN21/0836 & PLN22/0142 - Amended Architectural plans

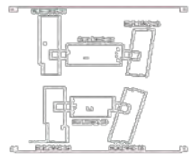








KEY PLAN:



FACADE LEGEND:

PF-01	Paint Finish
PC-01	Precast Concrete Pier (Light Finish)
RC-01	Masonry Paint Finish (Warm Colour)
RC-02	Masonry Paint Finish (Light Colour)
RC-03	Masonry Paint Finish (Ribbed Light Colour)
GL-01	Clear Glazing
LV-01	Paint System Dark Metal Louvre
TB-01	Pre-Cast Panel w Shot-Sock Form Liner
TC-01	Aluminium Cladding (Warm Tan Colour)
TPC-01	Textured Masonry Cladding
BAL-01	Dark Metal Balustrade
BAL-02	Textured Masonry (To Match TPC-01)
BAL-03	Clear Glass with Dark Metal Frame
BAL-04	Concrete Side / Clear Glass Front
BAL-05	Textured Masonry Cladding At Bottom With Clear Glazing on top

RSR
Riverside Boulevard

External Elevations
Elevations North – South

TOWN PLANNING

1:250 @A1 1:500 @A3

PC

MT

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Attachment 3 - PLN21/0836 & PLN22/0142 - Amended Architectural plans

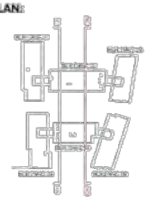


GE Elevation - Centre East
1:200



GW Elevation - Centre West
1:200

KEY PLAN:



FACADE LEGEND:

PF-01	Paint Finish
PC-01	Precast Concrete Panel (Light Finish)
PC-02	Masonry Paint Finish (Warm Colour)
PC-03	Masonry Paint Finish (Light Colour)
PC-04	Masonry Paint Finish (Ribbed Light Colour)
GL-01	Clear Glazing
LV-01	Plant Screen Dark Metal Louvre
TB-01	Pre-Cast Panel w Timber look Form liner
TC-01	Aluminium Cladding (Warm Tan Colour)
TPC-01	Textured Masonry Cladding
BAL-01	Dark Metal Balustrade
BAL-02	Textured Masonry (To Match TPC-01)
BAL-03	Clear Glass with Dark Metal Frame
BAL-04	Concrete Side / Clear Glass Front
BAL-05	Textured Masonry Cladding At Bottom With Clear Glazing on top

RSR
Riverside Boulevard

External Elevations
Elevations Central East - West

TOWN PLANNING

1:250 @A1 1:500 @A3

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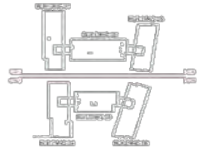
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Attachment 3 - PLN21/0836 & PLN22/0142 - Amended Architectural plans





KEY PLAN:



FACADE LEGEND:

PF-01	Paint Finish
PC-01	Precast Concrete Pier (Light Finish)
RC-01	Masonry Paint Finish (Warm Colour)
RC-02	Masonry Paint Finish (Light Colour)
RC-03	Masonry Paint Finish (Ribbed Light Colour)
GL-01	Clear Glazing
LV-01	Plant Screen/ Dark Metal Louvre
TB-01	Pre-Cast Panel w Shot Jack Form Liner
TC-01	Aluminium Cladding (Warm Tan Colour)
TPC-01	Textured Masonry Cladding
BAL-01	Dark Metal Balustrade
BAL-02	Textured Masonry (To Match TPC-01)
BAL-03	Clear Glass with Dark Metal Frame
BAL-04	Concrete Side / Clear Glass Front
BAL-05	Textured Masonry Cladding At Bottom With Clear Glazing on top

RSR
Riverside Boulevard

External Elevations
Elevations Central North - South

TOWN PLANNING

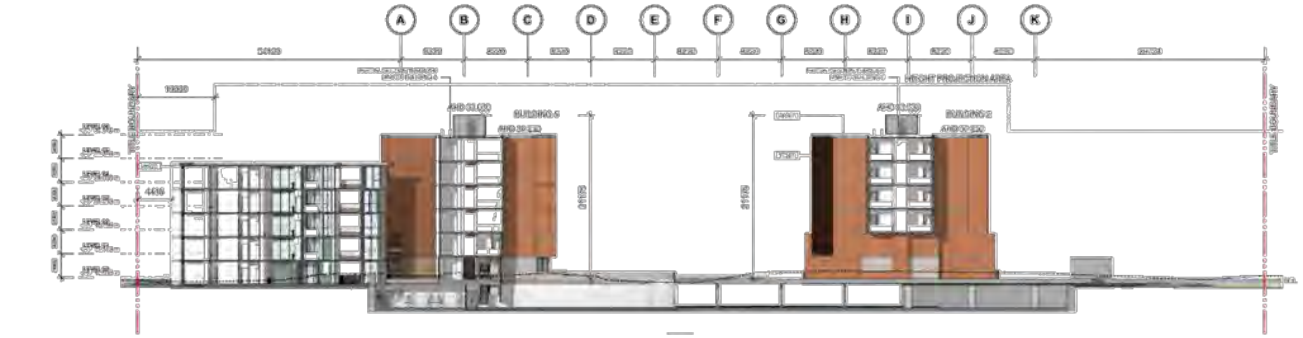
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PG MA

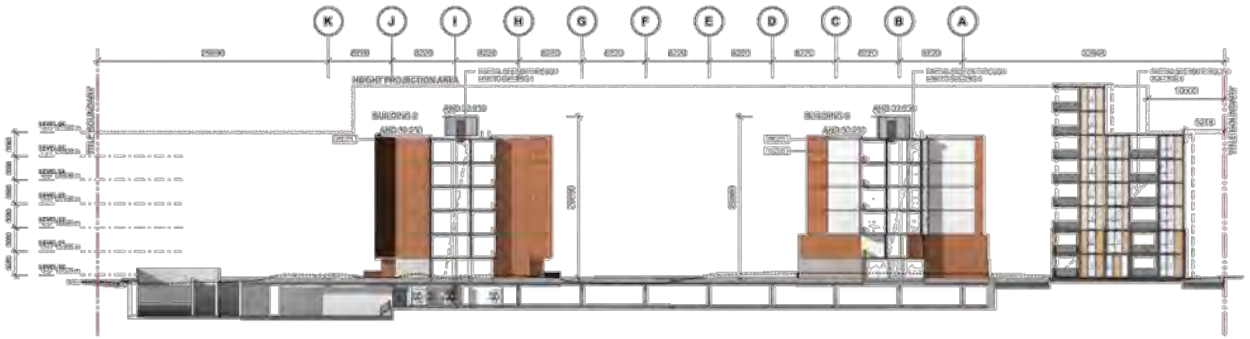
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Attachment 3 - PLN21/0836 & PLN22/0142 - Amended Architectural plans

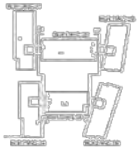


1 Elevation - East - Building 2 & 5
1:200



W Elevation - West - Building 2 & 5
1:200

KEY PLAN:



FACADE LEGEND:

PF-01	Paint Finish
PC-01	Precast Concrete Panel (Light Finish)
PC-01	Masonry Paint Finish (Warm Colour)
PC-02	Masonry Paint Finish (Light Colour)
PC-03	Masonry Paint Finish (Ribbed Light Colour)
GL-01	Clear Glazing
LV-01	Plant Screen - Dark Metal Louvre
TB-01	Pre-Cast Precast w Clear Look Form Liner
TC-01	Aluminium Cladding (Warm Tan Colour)
TPC-01	Textured Masonry Cladding
BAL-01	Dark Metal Balustrade
BAL-02	Textured Masonry (To Match TPC-01)
BAL-03	Clear Glass with Dark Metal Frame
BAL-04	Concrete Side / Clear Glass Front
BAL-05	Textured Masonry Cladding At Bottom With Clear Glazing on top

RSR
Riverside Boulevard

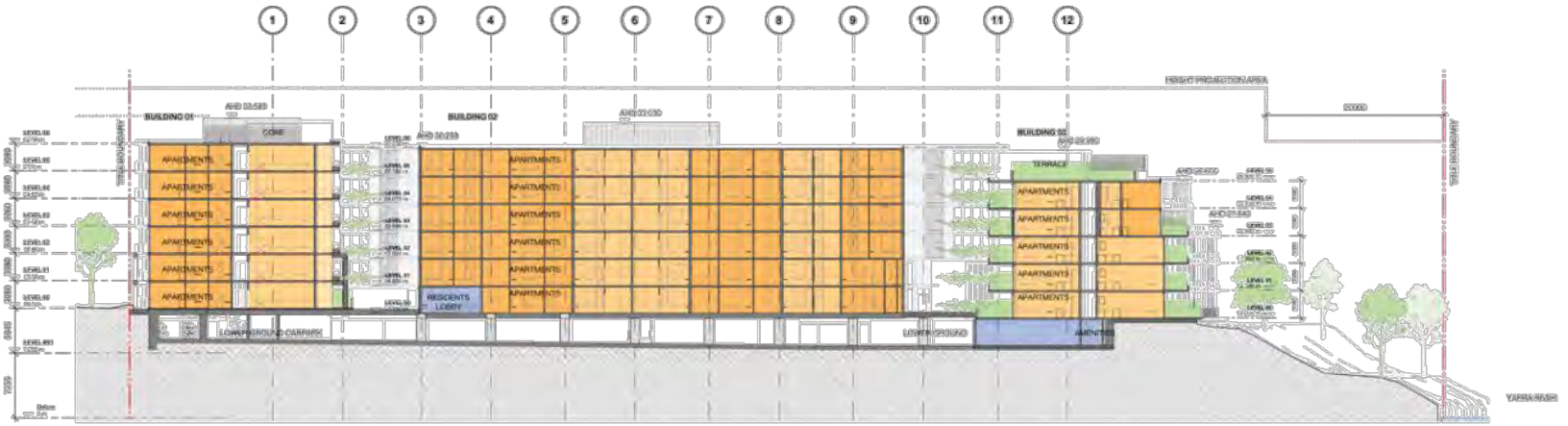
External Elevations
Elevations East - West - Building 2 & 5

TOWN PLANNING

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Attachment 3 - PLN21/0836 & PLN22/0142 - Amended Architectural plans

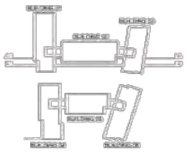


A Section BLD1-3
1:250



B Section BLD1-3 (Lightwell)
1:250

KEY PLAN:



LEGEND - KEY PLAN

- Studio Apartment
- 1 Bedroom Apartment
- 2 Bedroom Apartment
- Resident Amenities
- Resident Balconies & Terrace
- Building Services / Roof
- Title Boundary
- Horizontal Bicycle Spaces
- Vertical Bicycle Spaces

RSR
Riverside Boulevard

Building Sections
Sections East - West 1/2/3

TOWN PLANNING

1:250 @ A1 1:500 @ A3

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BATESSMART

Attachment 3 - PLN21/0836 & PLN22/0142 - Amended Architectural plans

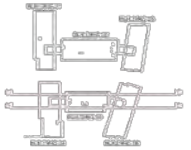


Section BLD4-6 (Lightwell)
1:250



Section BLD4-6
1:250

KEY PLAN:



LEGEND - KEY PLAN

- Studio Apartment
- 1 Bedroom Apartment
- 2 Bedroom Apartment
- Resident Amenities
- Resident Balconies & Terrace
- Building Services / Plant
- Title Boundary
- Horizontal Bicycle Spaces
- Vertical Bicycle Spaces

RSR
Riverside Boulevard

Building Sections
Sections East - West 4/5/6

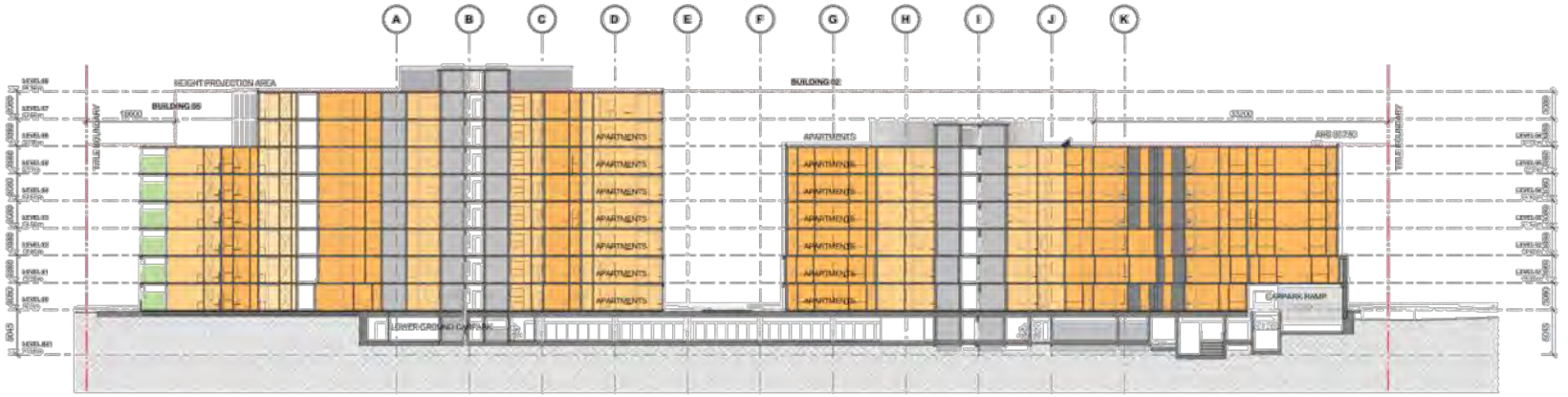
TOWN PLANNING

1:250 @ A1 1:500 @ A3

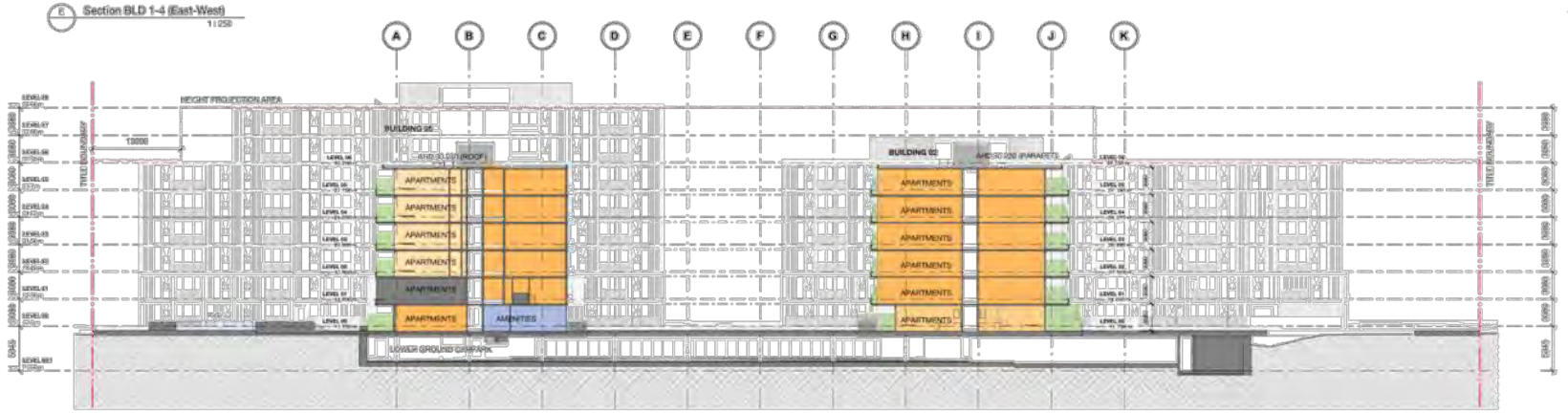
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BATESSMART

Attachment 3 - PLN21/0836 & PLN22/0142 - Amended Architectural plans



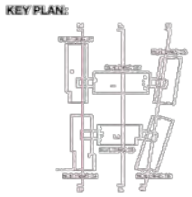
Section BLD 1-4 (East-West)
1:250



Section BLD 2-5 (North-South)
1:250



Section BLD 3-6 (North-South)
1:250



LEGEND - KEY PLAN

- Studio Apartment
- 1 Bedroom Apartment
- 2 Bedroom Apartment
- Resident Amenities
- Resident Balconies & Terrace
- Building Services / Plant
- Title Boundary
- Horizontal Bicycle Spaces
- Vertical Bicycle Spaces

RSR
Riverside Boulevard

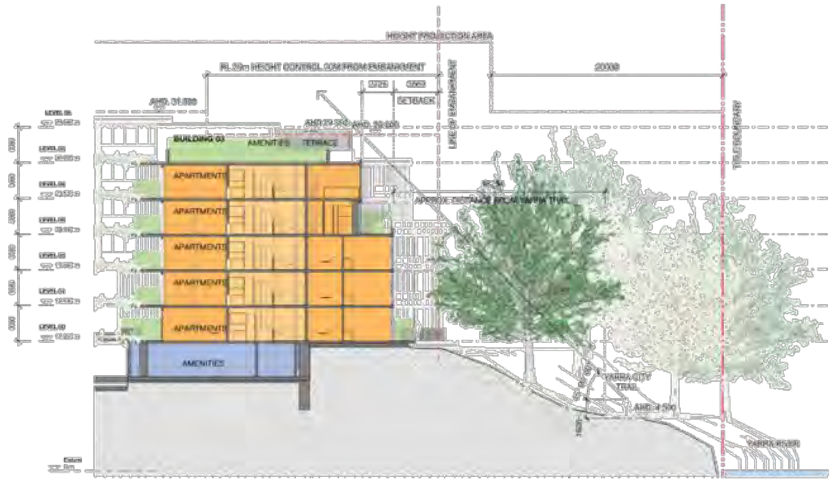
Building Sections
Sections North - South

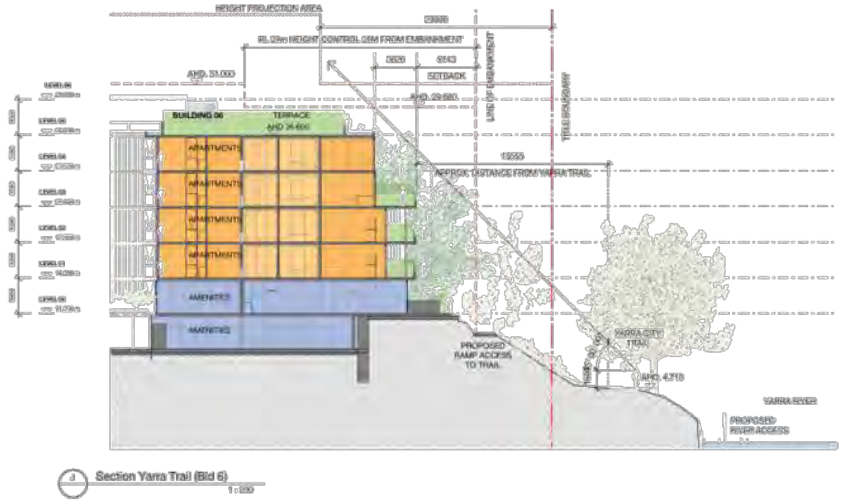
TOWN PLANNING

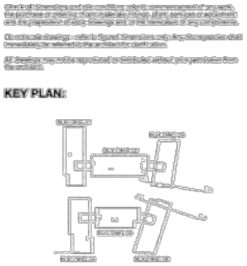
TP10.02 A

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Attachment 3 - PLN21/0836 & PLN22/0142 - Amended Architectural plans









RSR
Riverside Boulevard

Building Sections
Capital City Trail Sections

TOWN PLANNING

1:200 @A1 1:400 @A3

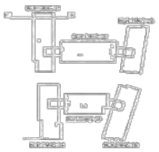
TP10.10 A

BATESSMART

Attachment 3 - PLN21/0836 & PLN22/0142 - Amended Architectural plans



KEY PLAN:



LEGEND - KEY PLAN

Studio Apartment
1 Bedroom Apartment
2 Bedroom Apartment
Resident Amenities
Resident Balconies & Terrace
Building Services / Plant
Title Boundary
Horizontal Bicycle Spaces
Vertical Bicycle Spaces

RSR
Riverside Boulevard

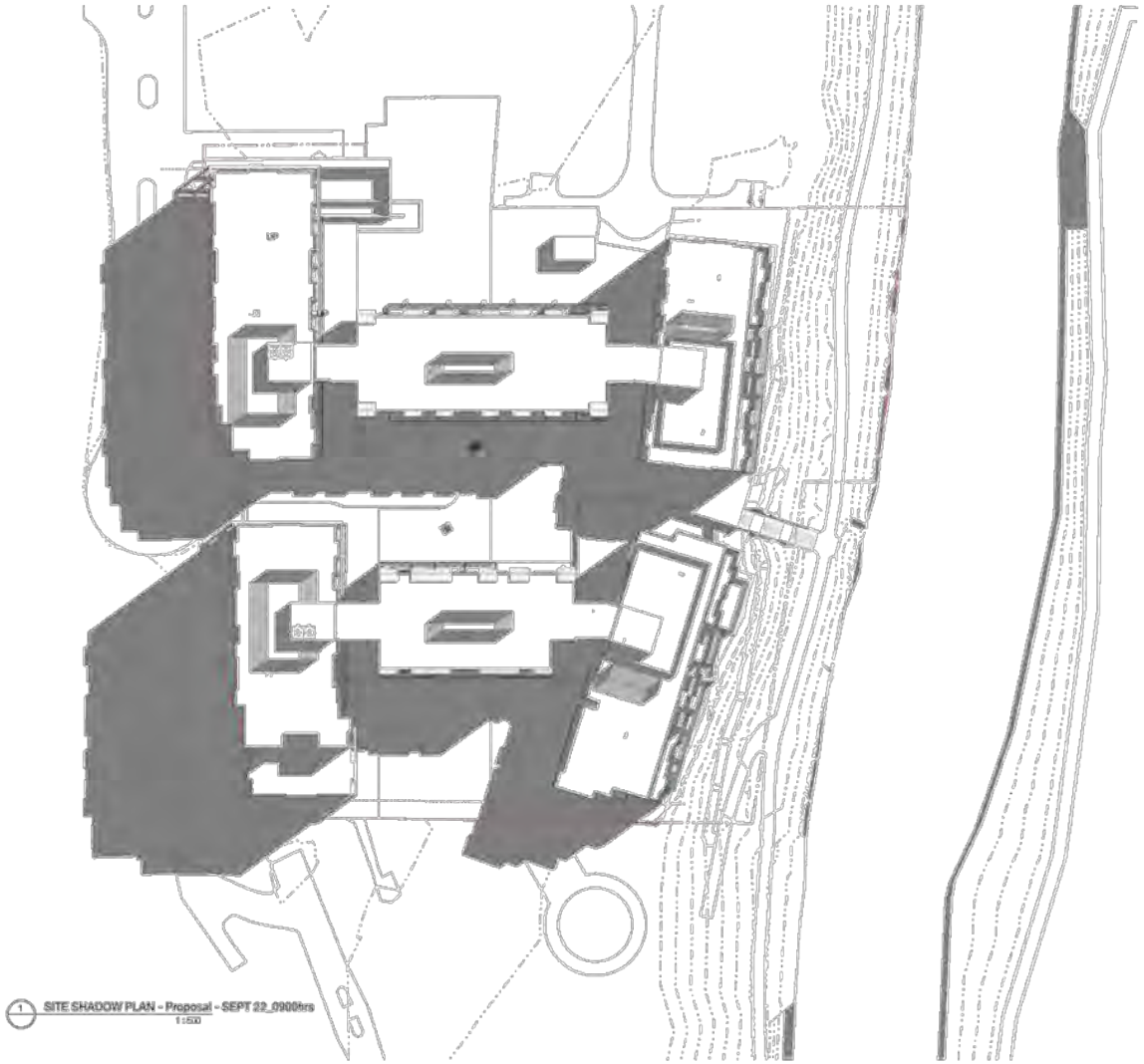
Building Sections
Carpark Ramp Section

TOWN PLANNING

TP10.11 A

BATESSMART

Attachment 3 - PLN21/0836 & PLN22/0142 - Amended Architectural plans



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1:500

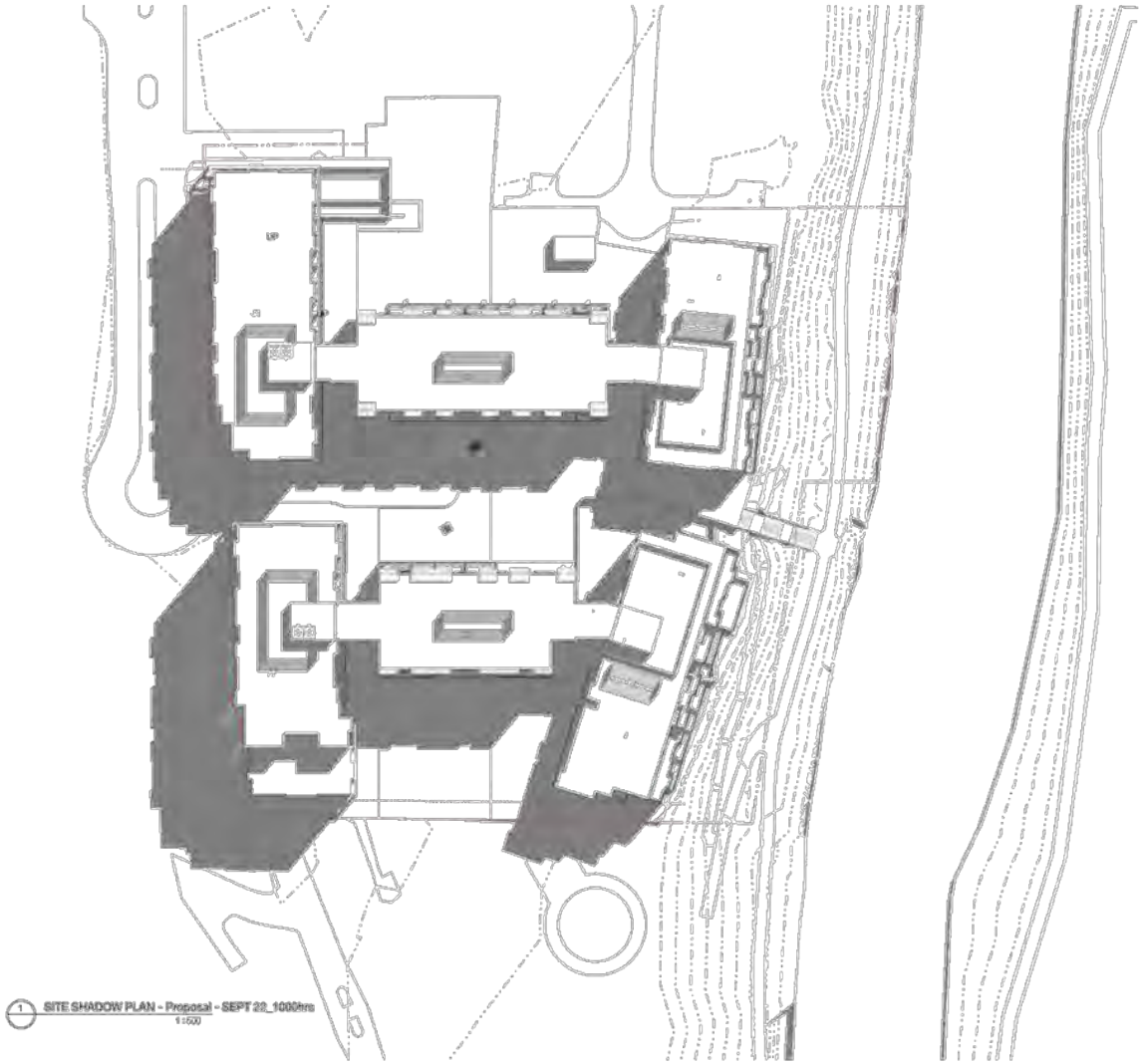
RSR
Riverside Boulevard

Shadow Analysis
Shadow Analysis - Sept 9am

TP21.00

BATESSMART

Attachment 3 - PLN21/0836 & PLN22/0142 - Amended Architectural plans



1 SITE SHADOW PLAN - Proposal - SEPT 22_1000hrs
1:500

RSR
Riverside Boulevard

Shadow Analysis
Shadow Analysis – Sept 10am

TOWN PLANNING

1:500 @ A3

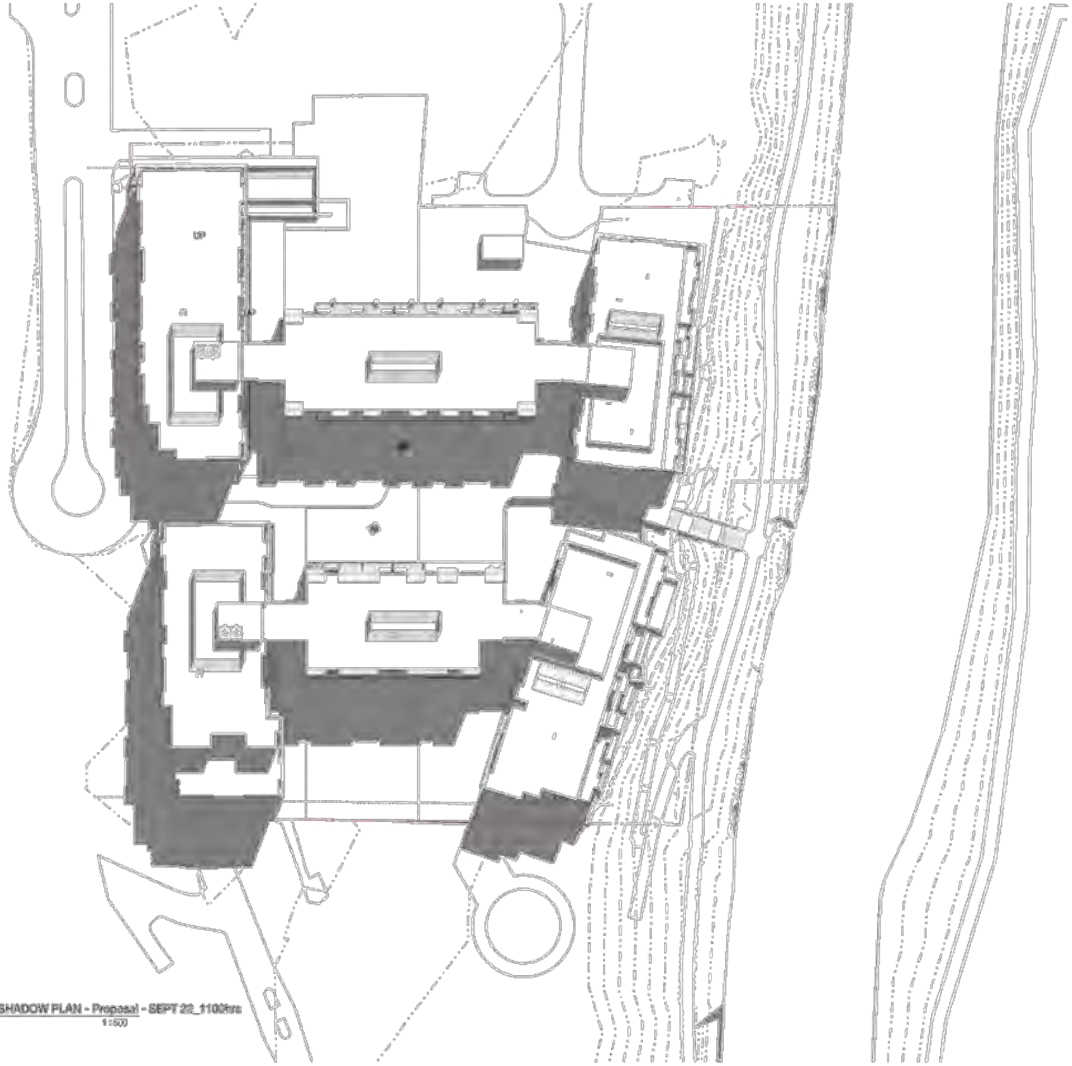
FW

6A

TP21.01

BATESSMART

Attachment 3 - PLN21/0836 & PLN22/0142 - Amended Architectural plans



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1:500

RSR
Riverside Boulevard

Shadow Analysis
Shadow Analysis – Sept 11am

TOWN PLANNING

1:500 @A0

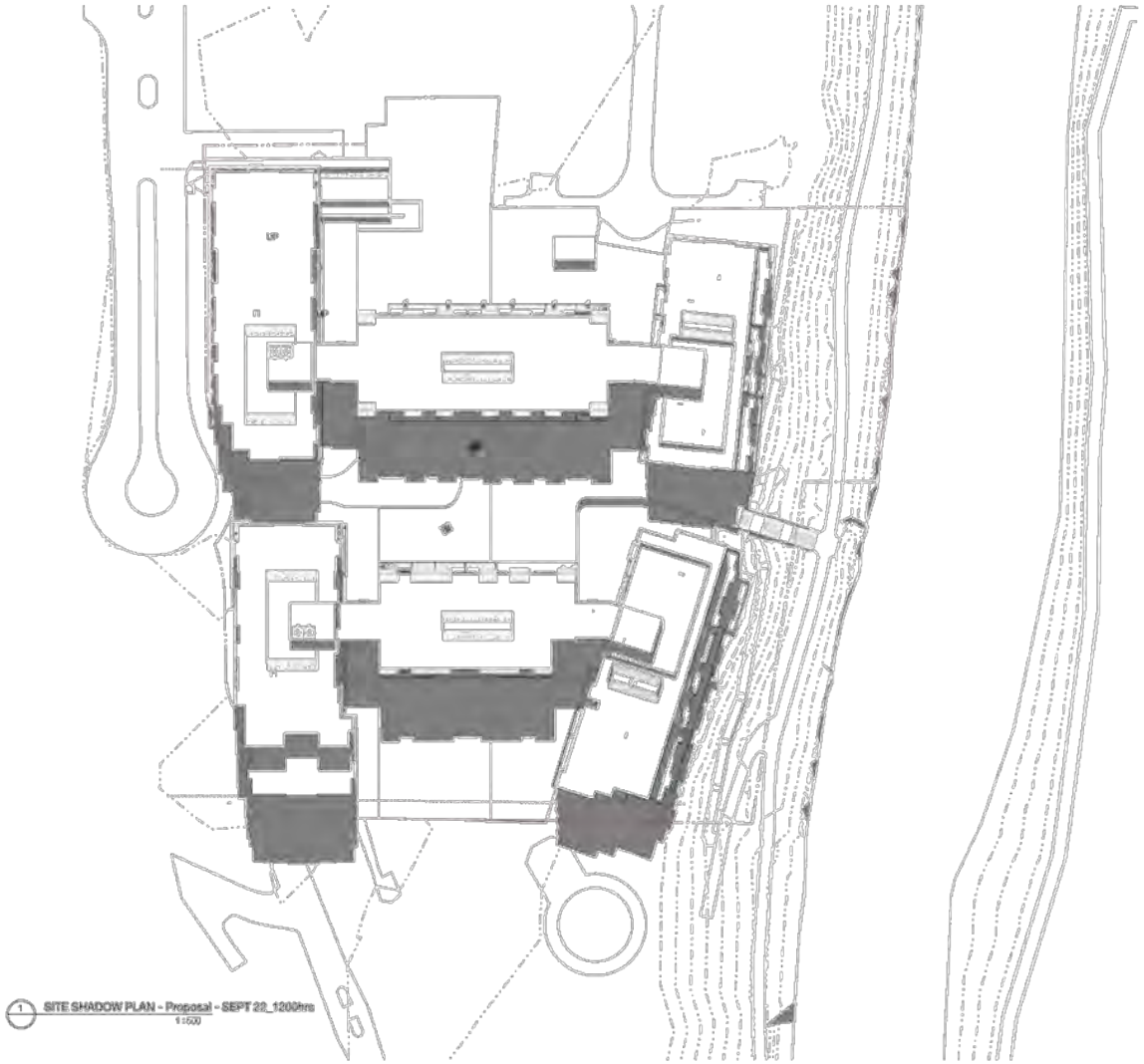
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6A

TP21.02

BATESSMART

Attachment 3 - PLN21/0836 & PLN22/0142 - Amended Architectural plans



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1:500

RSR
Riverside Boulevard

Shadow Analysis
Shadow Analysis – Sept 12am

TOWN PLANNING

1:500 @ A3

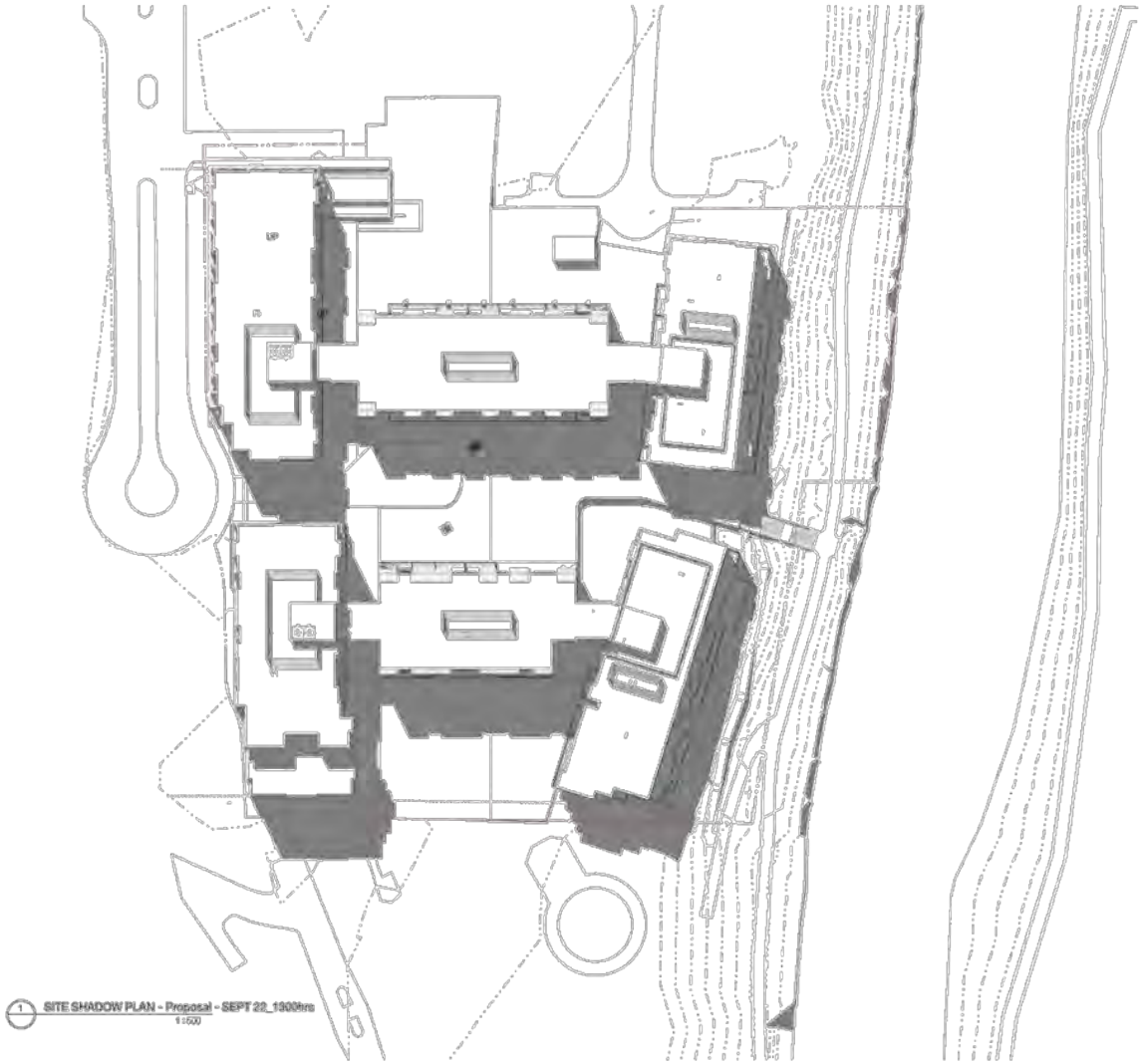
FW

6A

TP21.03

BATESSMART

Attachment 3 - PLN21/0836 & PLN22/0142 - Amended Architectural plans



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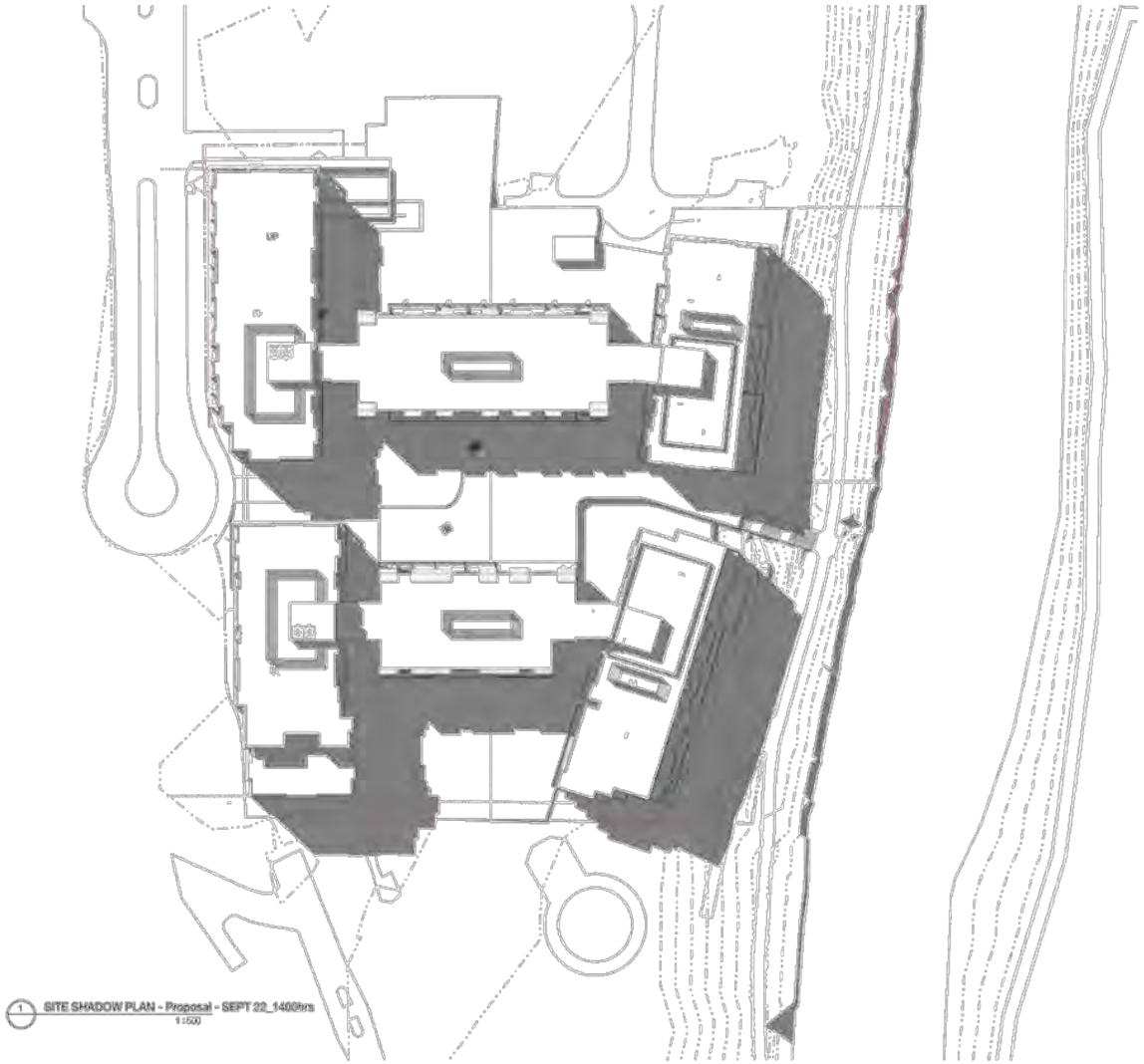
RSR
Riverside Boulevard

Shadow Analysis
Shadow Analysis - Sept 1pm

TP21.04

BATESSMART

Attachment 3 - PLN21/0836 & PLN22/0142 - Amended Architectural plans



1 SITE SHADOW PLAN - Proposal - SEPT 22_1400hrs
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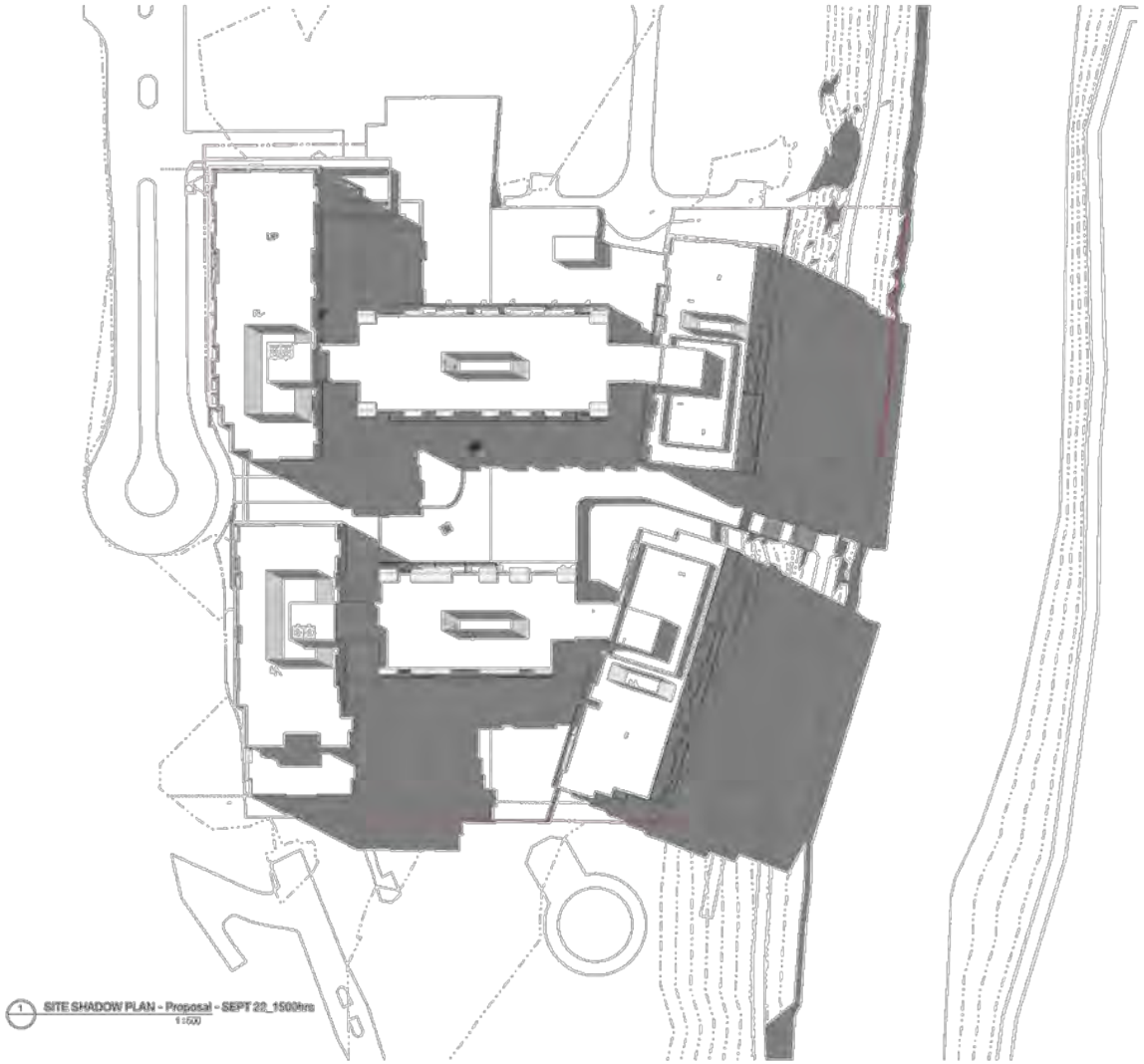
RSR
Riverside Boulevard

Shadow Analysis
Shadow Analysis - Sept 2pm

TP21.05

BATESSMART

Attachment 3 - PLN21/0836 & PLN22/0142 - Amended Architectural plans



1 SITE SHADOW PLAN - Proposal - SEPT 22_1500hrs
1:500

RSR
Riverside Boulevard

Shadow Analysis
Shadow Analysis - Sept 3pm

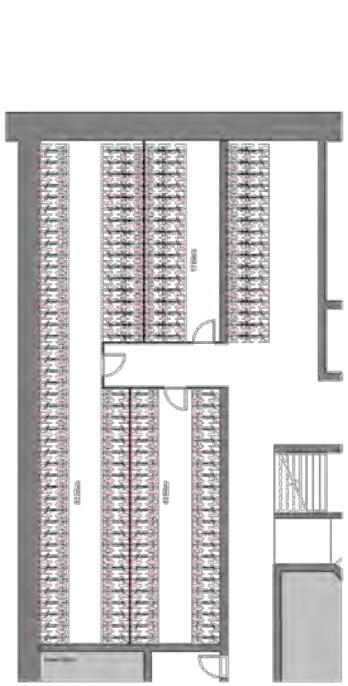
TOWN PLANNING

1:500 @ A0

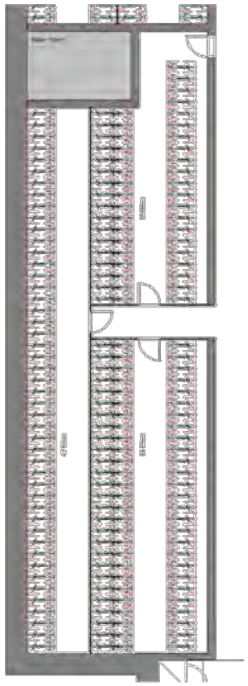
TP21.06

BATESSMART

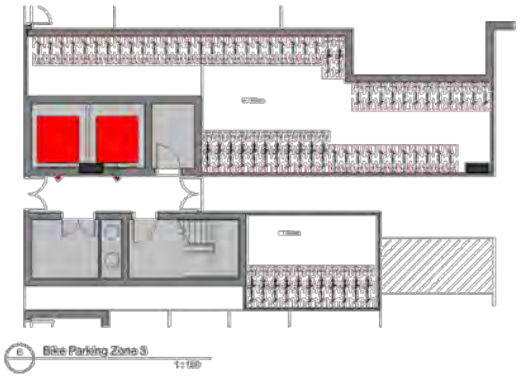
Attachment 3 - PLN21/0836 & PLN22/0142 - Amended Architectural plans



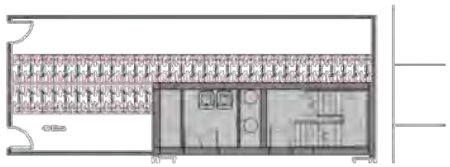
1 Bike Parking Zone 1 1:150



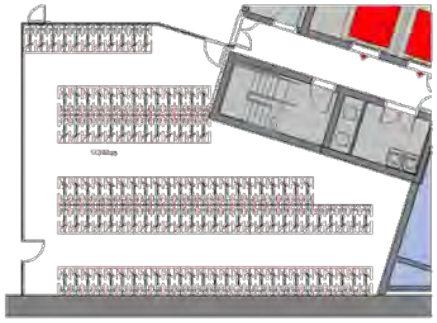
2 Bike Parking Zone 2 1:100



3 Bike Parking Zone 3 1:150

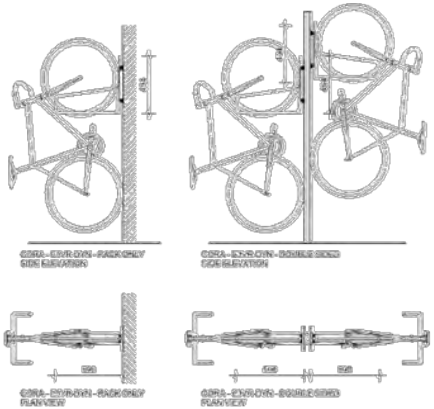


3 Bike Parking Zone 4 1:150



4 Bike Parking Zone 5 1:150

Bike Parking Zone 1:	160 spaces
Bike Parking Zone 2:	139 spaces
Bike Parking Zone 3:	72 spaces
Bike Parking Zone 4:	43 spaces
Bike Parking Zone 5:	113 spaces
Total Bike Parking:	527 spaces



5 Bike Rack Details 1:20



RSR
Riverside Boulevard

Bike Parking

TP-RFI_3b A

BATESSMART

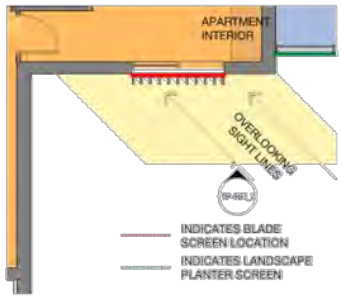
Attachment 3 - PLN21/0836 & PLN22/0142 - Amended Architectural plans



1 Buildings 01-02 Overlooking Plan
Plan 1:500



2 Buildings 02-03 Overlooking Plan
Plan 1:500



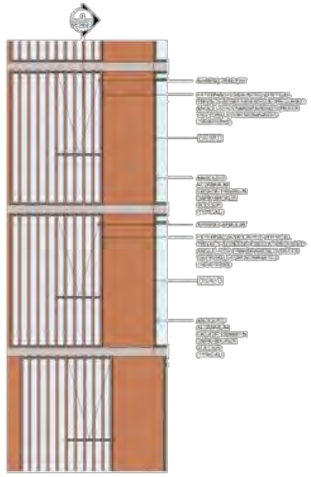
3 TYPICAL OVERLOOKING PLAN
1:50



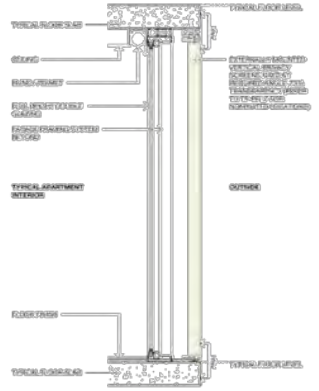
5 Buildings 04-05 Overlooking Plan
Plan 1:500



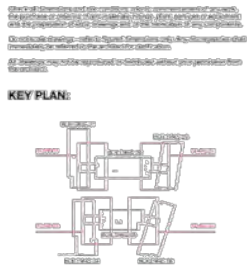
4 Buildings 05-06 Overlooking Plan
Plan 1:500



7 Elevation - Overlooking
1:50



6 TYPICAL PRIVACY SCREEN SECTION
1:20



RSR
Riverside Boulevard

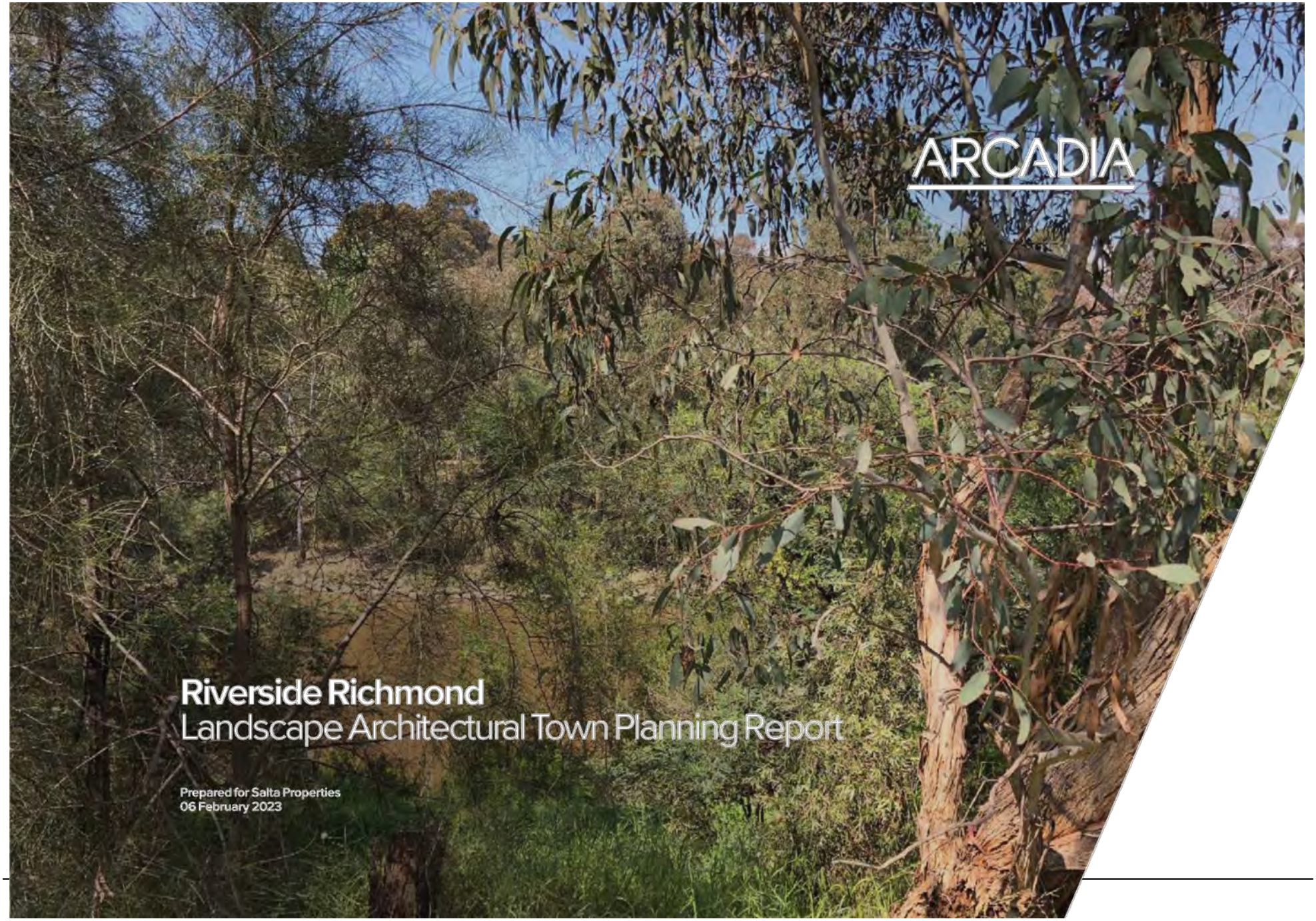
Diagrams
Overlooking Analysis

TOWN PLANNING

TP-RFI_7 A

BATESSMART

Attachment 4 - PLN21/0836 - Amended Landscape plans



Attachment 4 - PLN21/0836 - Amended Landscape plans

ARCADIA

Issue F
Date 06/02/2023
Prepared By
Nelson Gomes, Principal

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Arcadia Landscape Architecture Pty Ltd
ABN 83 148 994 870

We respectfully acknowledge the Traditional Custodians of the lands where we live and work. We acknowledge their unique ability to care for Country and deep spiritual connection to it. We honour Elders past, present and emerging whose knowledge and wisdom has and will ensure the continuation of cultures and traditional practices.

Attachment 4 - PLN21/0836 - Amended Landscape plans

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Note: Clouded content has been revised for RFI Revision issue F 06/02/2023.

Attachment 4 - PLN21/0836 - Amended Landscape plans

Introduction

Arcadia Landscape Architecture has been engaged by Salta Properties to prepare this Landscape Architectural Concept Report to support the Town Planning Application of the proposed residential development located along River Boulevard, Richmond.

This Town Planning Report presents the landscape architectural vision and design strategy for the development, comprising of communal and public spaces across multiple levels, and interface with the adjacent Yarra River corridor.



Attachment 4 - PLN21/0836 - Amended Landscape plans



Attachment 4 - PLN21/0836 - Amended Landscape plans

Site Context and Appreciation
Local Context

The development site is located along River Boulevard, in the north east corner of Richmond and is bounded between undeveloped vacant lots of the Victoria Gardens Precinct to the west, existing residential apartment blocks to the north, Annette's Place Playground and open park to the south and the Yarra River Corridor to the east.

The Yarra River is a significant natural, cultural and recreational corridor within Melbourne and the Yarra River Trail cycle and pedestrian path provides the site connectivity to the north and south. The corridor is densely vegetated with a strong native bushland character.

Annette's Place provides an open park for local residents, containing a playground and picnic amenities.

The broader area is undergoing significant redevelopment, transitioning in built form character from industrial warehouses to residential developments.

The site is located in close proximity to the retail and dining precincts of Victoria Street and Bridge Road, both of which are services by tram lines.

Legend

- 01 Project Site
- 02 Victoria Gardens Shopping Centre
- 03 Yarra River Corridor
- 04 Annette's Place Playground
- 05 Surrounding Medium Density Residential



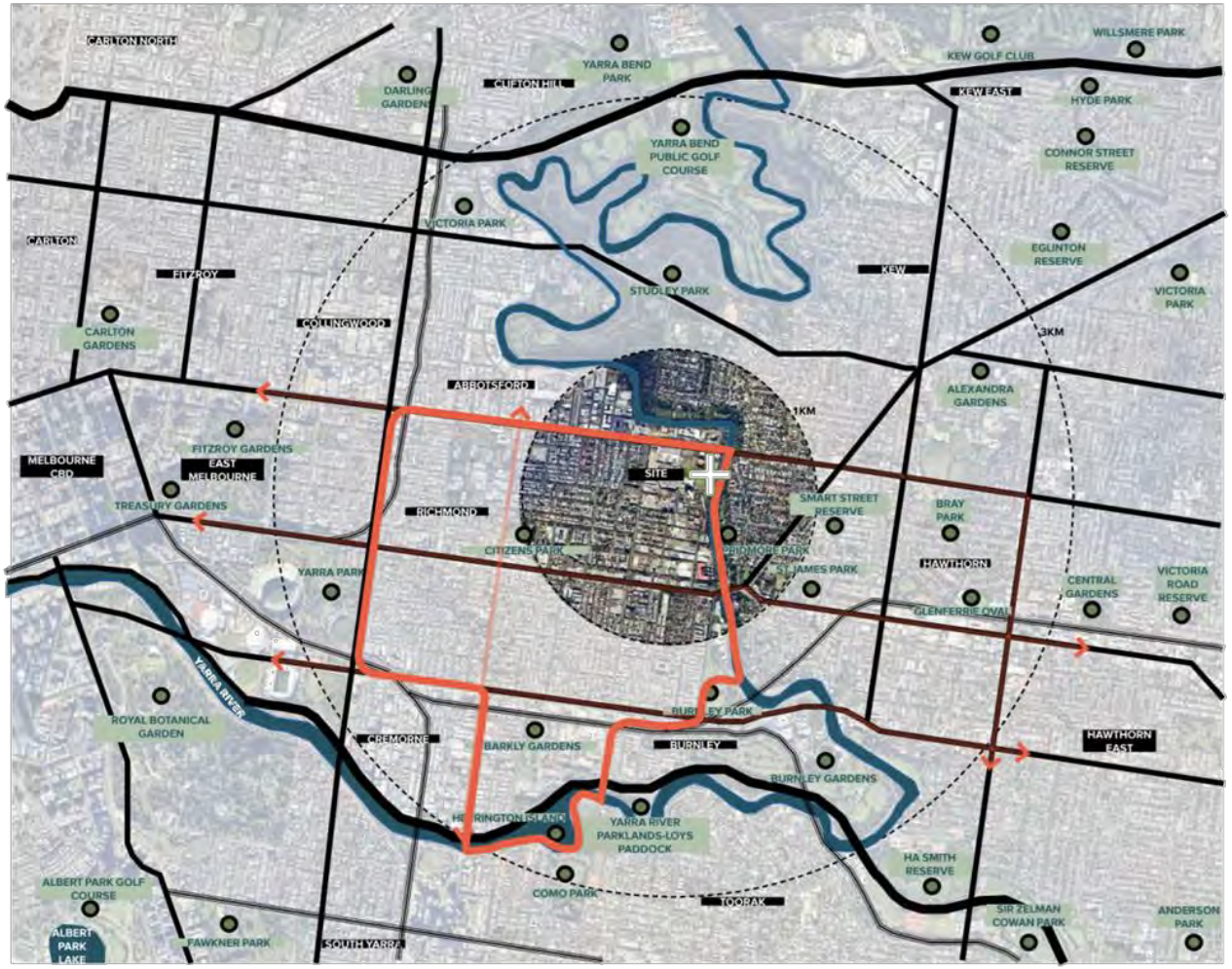
Site Context Map

Attachment 4 - PLN21/0836 - Amended Landscape plans

Site Context and Appreciation
Broader Context

Legend

- Richmond Suburb Extents
- Rail Lines
- Water Body
- Tram Lines Within 3km of Site
- Freeway
- Primary Roads
- Public Parks / Garden Reserves



Broader Context Map

Attachment 4 - PLN21/0836 - Amended Landscape plans

Site Context and Appreciation
Strategic Ambitions

The following strategic documents provide directions and guidance for the design considerations of Riverside Residential:

Plan Melbourne 2030

The Plan recognises the need to continue to protect Melbourne's open space waterway corridors from inappropriate development to ensure that these significant values provided to Melbourne and its residents are maintained and enhanced over time. (Initiatives 4.2.4, 5.2.2 and 5.6.2).

City of Yarra Nature Strategy 2020 - 2024

Yarra's Nature Strategy 2020 to 2024 was developed to protect our unique biodiversity. The Nature strategy action plan has four strategic goals, each with it's own key actions.

Goal 1: Increase the diversity, connectivity and resilience of Yarra's natural environment
Goal 2: Encourage people to appreciate and actively enhance Yarra's natural landscape
Goal 3: Embed nature at the core of Yarra's business practices
Goal 4: Make innovation, communication and collaboration the cornerstones of Yarra's nature-focused programs

City of Yarra Urban Forest Strategy 2017

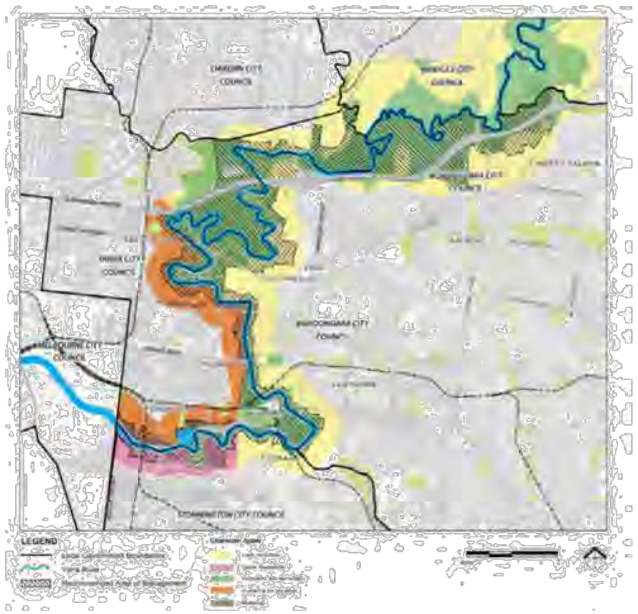
The aim of the Urban Forest Strategy is to provide establish the vision, objectives and action plan for Yarra City Council's urban forest.
Relative to this project, Yarra has established a target to increase canopy coverage by 25% from 2014 levels by 2040.

Lower Yarra River Corridor Study Recommendations Report November 2016

This report outlines the significance of the Yarra River through the following statement:

"The Yarra River and the landscape through which it passes have metropolitan significance as an environmental, aesthetic, cultural, recreation and tourism asset. The river corridor links parklands and reserves into a near-continuous vegetated landscape experience that provides a highly valued, secluded, natural environment, enjoyed by local and metropolitan communities."

Landscape character and amenity is categorised along the river into 5 main river interface character types. The Riverside Residential site falls within the 'Current and Ex-Industrial' River Interface Character Area. Key features of the Current and Ex-Industrial river interface character type include:
- Established industrial, commercial and residential buildings, mostly located on the crestline of the Yarra River corridor.
- Mature trees and understorey planting along the river banks in many locations which contribute to a vegetated character and compliment Yarra Bend Park on the opposite banks.
- Mix of building styles, scales and heights, including many higher scale buildings constructed close to the river's edge.
- Land rising steeply from the river's edge to flat topography beyond.
- Capital City Trail providing access along the river's edge, with a mix of public and private access to the river.
- Examples of significant human alterations to the river bank environment where large retaining walls have been constructed. In several locations there is a notable absence of vegetation at the river frontage.



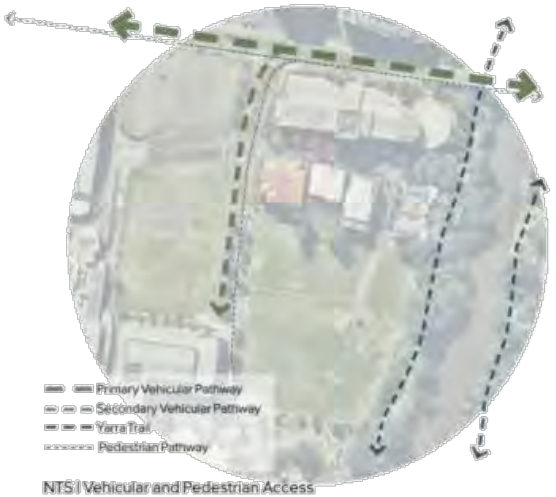
Attachment 4 - PLN21/0836 - Amended Landscape plans

Site Context and Appreciation
Environment

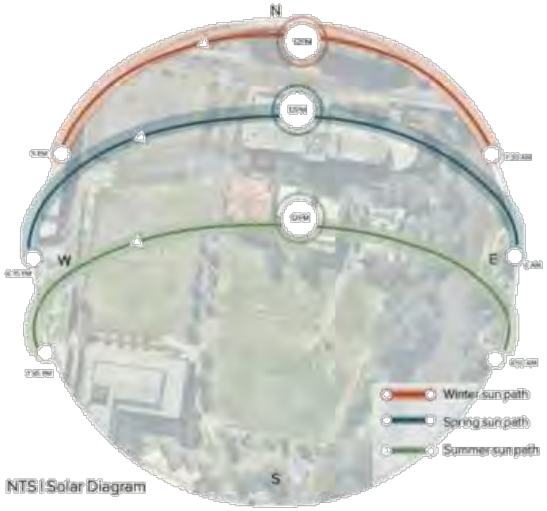
Site analysis has been undertaken and considered in the design development of Riverside Richmond landscape proposal.



NTS | Topography



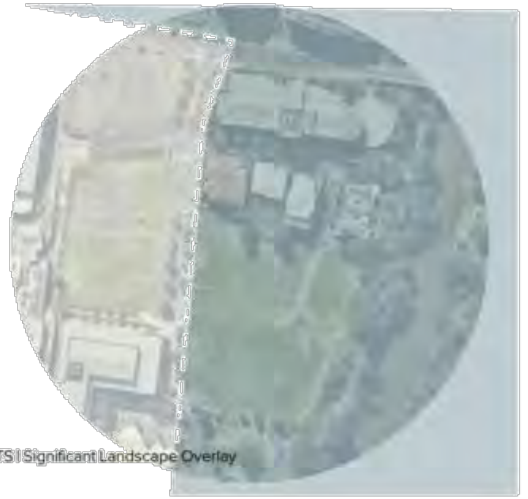
NTS | Vehicular and Pedestrian Access



NTS | Solar Diagram



NTS | Flood Overlay



NTS | Significant Landscape Overlay

Attachment 4 - PLN21/0836 - Amended Landscape plans

Site Context and Appreciation
Connection to Wurundjeri Woi Wurrung Country

Wominjeka yearmann koondee biik Wurundjeri balluk

Welcome to the land of the Wurundjeri people (Woi-Wurrung language).

Woiwurrungbaluk ba Birrarung wanganyinu biikpil Yarrayarrapil, manyi biik ba Birrarung, ganbu marram-nganyinu
Manyi Birrarung murrondjak, durrung ba murrup warronggunyi, ngargunin twarnpil Birrarungwa nhanbu wilamnganyinu
Nhanbu ngarn ganhanganyinu manyi Birrarung
Bunjil munggany biik, wurru-wurru, warriny ba yaluk, ba ngargunin twarn
Biiku kuliny munggany Bunjil
Waa marrnakith-nganyin
Balliyang, barnumbinyu Bundjilal, banyu bagurrk munggany
Ngarn gunganyinu nhanbu nyilam biik, nyilam kuliny – balit biik, balit kuliny: balitmanhanganyin manyi biik ba Birrarung.
Balitmanhanganyin durrungu ba murrupu, ba nhanbu murrondjak!

We, the Woi-wurrung, the First People, and the Birrarung, belong to this Country.
This Country, and the Birrarung are part of us.
The Birrarung is alive, has a heart, a spirit and is part of our Dreaming.
We have lived with and known the Birrarung since the beginning.
We will always know the Birrarung.
Bunjil, the great Eagle, the creator spirit, made the land, the sky, the sea, the rivers, flora and fauna, the lore. He made Kulin from the earth. Bunjil gave Waa, the crow, the responsibility of Protector. Bunjil's brother, Palliyang, the Bat, created Bagarook, women, from the water.
Since our beginning, it has been known that we have an obligation to keep the Birrarung alive and healthy—for all generations to come

- Statement by the Wurundjeri Council,
Woi wurrung preamble to the Wilip gin Birrarung Murron Act, 2017

Significance of the Birrarung

The **Traditional Owners** of the lands that we now know as the City of Yarra are the **Wurundjeri Woi Wurrung People** of the **Kulin Nation**.

Indivisible from the **Birrarung** - or the **River of Mists**, what we now call the Yarra River - the Wurundjeri People have cared for these lands using complex eco-cultural systems since time immemorial.

Far from gone, the Wurundjeri People continue to practice traditional lore and assert their connections to these lands. Additionally, Yarra City and indeed greater Melbourne, is home to a **rich and diverse Indigenous community** who practice **culture and connection** in contemporary settings.

Wurundjeri Today

Despite British colonisation and various assimilation policies, the Wurundjeri's connections to Country and kin remain strong - with the Wurundjeri an active community today, continuing to practice traditional culture, ceremony and knowledge-keeping.

Key to guiding and maintaining these practices is the Wurundjeri Tribe Land and Compensation Cultural Heritage Council, an organisation established in 1985, which continues to advocate for Wurundjeri people and Country today.

Engaging Wurundjeri Council in a collaborative process of design will help to continue to perpetuate Wurundjeri knowledge keeping and cultural practice, as well as work to strengthen relationships between development agencies, community and Council.

Though all Wurundjeri land is **sacred**, there are many sites of **cultural significance** throughout Yarra City, with some being within close proximity to our site - including the **Wurundjeri Tribe and Heritage Council Building**, the **Aboriginal Protectorate** at **Merri Creek**, the **burial site** of **Billibellary**, and the contemporary artwork **'Strata of Memory'** at **Victoria Park**.

Attachment 4 - PLN21/0836 - Amended Landscape plans

Site Context and Appreciation
Wurundjeri Culture & Heritage

Life on the Birrarung

The Wurundjeri People's connection to the land extends back to time immemorial when the **creator spirit Bunjil** formed all Country and everything within it. For thousands of years, the Wurundjeri cared for Country using **traditional ecological knowledge** based in intricate understandings of ecological systems and biodiversity.

The Wurundjeri knew their land in great detail, including the seasonal times to visit and associated availability of food. During **cooler months**, the Wurundjeri People moved to **higher areas** as the colder months brought **flooding** of the Birrarung. During **warmer seasons**, the Wurundjeri travelled frequently to **harvest yam crops** and take advantage of seasonal **hunting** and **fishing** spots. During the season we now know as autumn and late summer, the Wurundjeri would **camp** by the Birrarung visiting **eeling sites**.
Clan boundaries are defined by features of Country, with the different clans of the Kulin nation regularly interacting for political diplomacy, trade, ceremony, dispute resolution and punishment, harvest and marriages. During seasonal events, clan groups would gather for **corroboree**, with **storytelling** and **performance** being a large focus of gatherings. (*Aboriginal History of Yarra 2020*)

As captured in the above statement by the Wurundjeri Council, the Wurundjeri People's identity and culture is indivisible from Country and all that features within - including the rivers, landforms, vegetation and animals. In this sense, **Country is kin**, a living breathing entity with agency, a past, present and future.

The colonisation of Australia and therefore Wurundjeri Country deeply impacts the ability for many First Nations people including the Wurundjeri People to maintain practice of traditional lore.

Indigenous Design Strategy

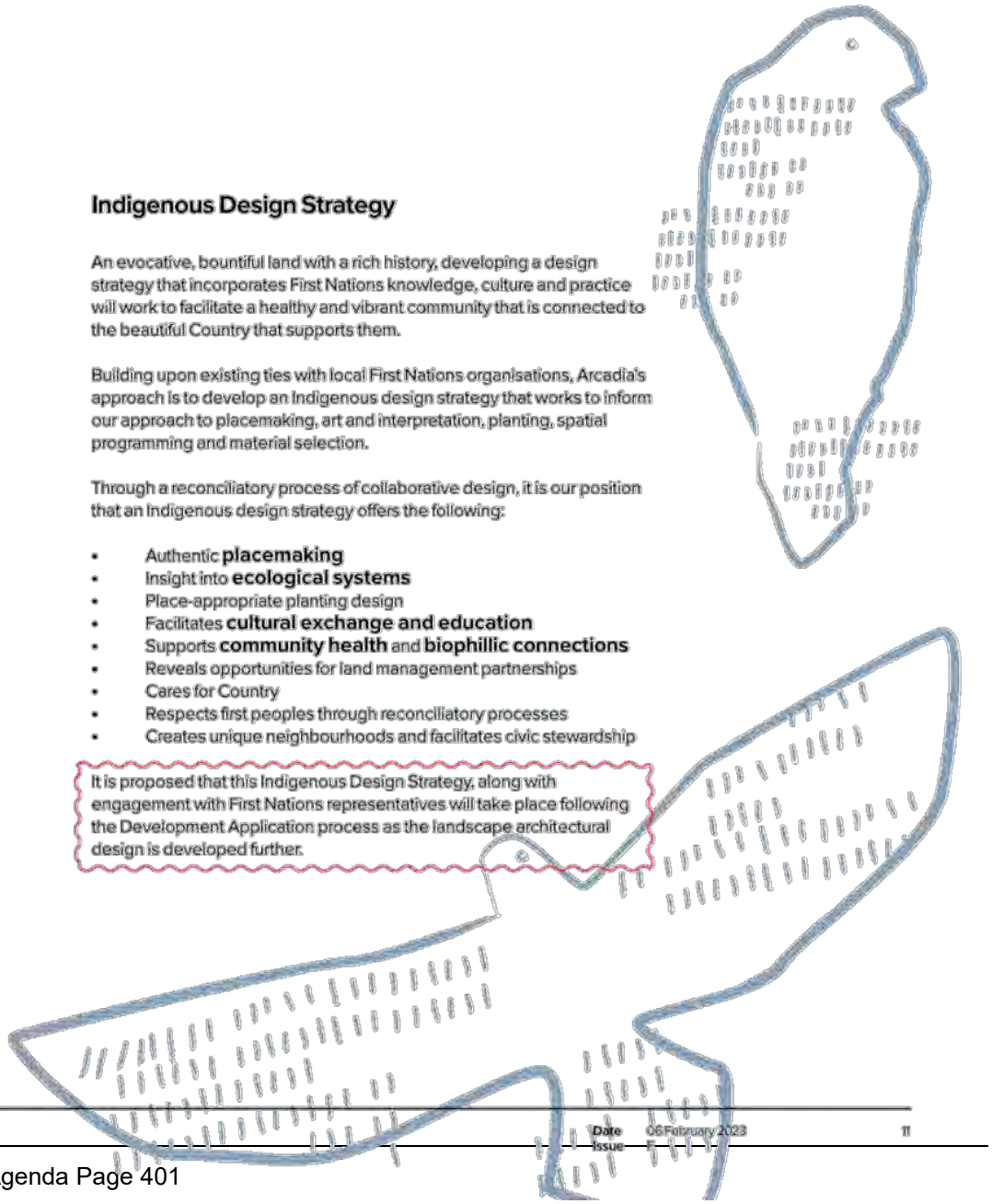
An evocative, bountiful land with a rich history, developing a design strategy that incorporates First Nations knowledge, culture and practice will work to facilitate a healthy and vibrant community that is connected to the beautiful Country that supports them.

Building upon existing ties with local First Nations organisations, Arcadia's approach is to develop an Indigenous design strategy that works to inform our approach to placemaking, art and interpretation, planting, spatial programming and material selection.

Through a reconciliatory process of collaborative design, it is our position that an Indigenous design strategy offers the following:

- Authentic **placemaking**
- Insight into **ecological systems**
- Place-appropriate planting design
- Facilitates **cultural exchange and education**
- Supports **community health** and **biophillic connections**
- Reveals opportunities for land management partnerships
- Cares for Country
- Respects first peoples through reconciliatory processes
- Creates unique neighbourhoods and facilitates civic stewardship

It is proposed that this Indigenous Design Strategy, along with engagement with First Nations representatives will take place following the Development Application process as the landscape architectural design is developed further.



Attachment 4 - PLN21/0836 - Amended Landscape plans

Site Context and Appreciation
Historical Timeline

The Traditional Custodians are the Wurundjeri Nation. Indigenous people have been managing the lands of Australia for millennia, histories of which have been passed down through Aboriginal Lore and storytelling. Indigenous histories, modes of production and caring for Country have recently come to light in mainstream discussion, a process which is still being explored and uncovered.

Pre-1799



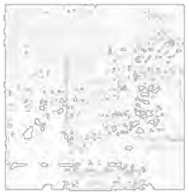
1830's



European Colonisation has changed the shape of the area through quarrying of Basalt (bluestone)

1839

Richmond is surveyed



1843



Thoroughfare through Richmond was via Bridge Road, which crossed the Yarra River to Hawthorn by a punt and later a bridge

1852

David Mitchell, father of Nellie Melba, began a brickworks



1853



A settlement named Yarraberg was formed, north of Bridge Road and east of Burnley Street. The area was a mixture of villas, tanneries and brickworks

1855

Richmond became a municipality



1870's



Industrialisation and residential growth

1883

The completion of the St Ignatius church gave Richmond its most prominent landmark



1884



The Victoria Street Bridge, connecting Richmond, Collingwood, Hawthorn and Kew was constructed

1886

Tram services were opened in Bridge Road and Victoria Street in 1885 and 1888



1909



The Bryant and May match factory (1909) in Church Street established

1914

The Vickers Ruwolt engineering works (1914) in Victoria Street next to the Yarra River



1950's-1960's



Large intakes of southern European migrants. A high-rise public housing project in north-west Richmond, between Church and Lennox Streets, was completed.
It later became part of the housing area occupied by immigrants from South East Asia, which signaled the transformation of the Victoria Street shopping strip to a predominantly Vietnamese business area

1960's-1990's

Previously crowded family cottages were purchased by couples and a degree of gentrification entered Richmond



Note:
Text shown in black directly relates to the Riverside Richmond Development Site.
Text shown in grey relates to the broader Richmond area.

Attachment 4 - PLN21/0836 - Amended Landscape plans

Site Analysis
Key Views



















Attachment 4 - PLN21/0836 - Amended Landscape plans



Attachment 4 - PLN21/0836 - Amended Landscape plans

Vision
Project Vision

The Riverside development will create a unique build to rent offering for Victoria Gardens, supported by outdoor spaces that create social engagement and a true sense of community for its residents. These spaces will create an attractive lifestyle opportunity, hosting diverse amenities, events and experiences, all within the naturalistic setting of the Yarra River corridor.

Attachment 4 - PLN21/0836 - Amended Landscape plans

Vision
Design Pillars



Embracing to River Landscape

Celebrate the landscape of the Birrarung river corridor by extending it throughout the development to provide a unique natural character



Water Connection

Reference the cultural and natural value of the Birrarung through the use of a water line feature that references the river journey from natural to urban settings.



Connectivity

Establish a generous thoroughfare through the heart of the precinct that connects the public between the Birrarung corridor and Victoria Gardens precinct.



A Sense of Belonging

Promote a sense of belonging within the residential community by providing a variety of outdoor spaces for socialising and passive and recreational pursuits.

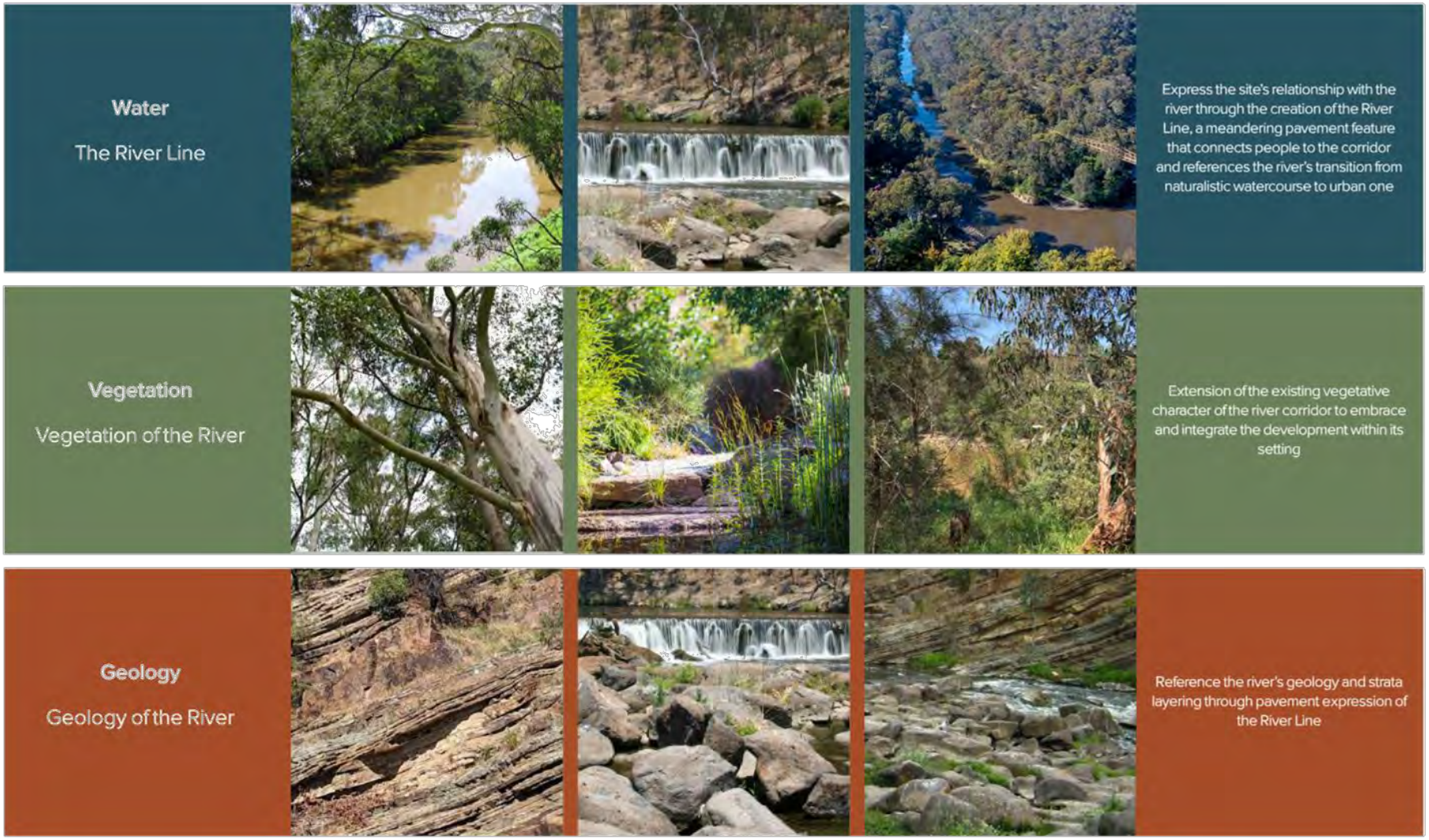


Providing a Serene Retreat

Create calm and peaceful spaces of retreat embraced by the vegetated character and outlook of the river corridor.

Attachment 4 - PLN21/0836 - Amended Landscape plans

Vision
Landscape Narrative



Attachment 4 - PLN21/0836 - Amended Landscape plans



Attachment 4 - PLN21/0836 - Amended Landscape plans



Attachment 4 - PLN21/0836 - Amended Landscape plans

Ground Level
Overall Plan

The Ground Level landscape concept seeks to provide a variety of amenity spaces for residents and the broader public, all within a strongly vegetated landscape setting that embraces the Yarra River corridor.

Communal spaces for residents include the Northern Lawn and Southern Pool, while the Central Plaza is a publicly accessible open space for the community. The plaza is located along the pedestrian connection between River Boulevard and the Main Yarra Trail that runs though the heart of the development.

Legend

1. Northern Pocket Park
2. Northern Lawn Communal Space
3. Porte Cochere Shared Space
4. Central Plaza Public Space
5. River Embankment
6. Embankment Steps
7. Embankment Ramp
8. Southern Lagoon Communal Space
9. 9C & 10B River Boulevard
10. Indicative Pedestrian Crossing



Ground Level Overall Plan

Attachment 4 - PLN21/0836 - Amended Landscape plans

Ground Level
Northern Lawn Plan

Design Intent

The Northern Lawn provides an open communal space for residents with a variety of amenities within a vegetated park setting. Vegetation including groundcovers and canopy trees frame the space, providing a sense of enclosure, and continuing the bushland character of the river corridor.

The central lawn is the predominant element within the space, and provides an open flexible space to be used informally, or be used to host larger gatherings and events by the residential community.

Alfresco dining is provided for the to west, containing a variety of outdoor dining spaces for groups of all sizes, locates around centrally located barbecues.

The eastern area comprises of a series of intimate garden rooms, enclosed spaces with extensive vegetation planting to provide a serene retreat away from the general activity of the lawn. These rooms include smaller socialisation spaces and outdoor working stations.

Further to the north of the space is the Northern Pocket Park, an existing publicly accessible space with picnic and barbecue facilities. The space is to be reconstructed as the southern half is to be demolished to facilitate the basement construction. Existing trees to the north are to be retained and complimented with new tree planting.

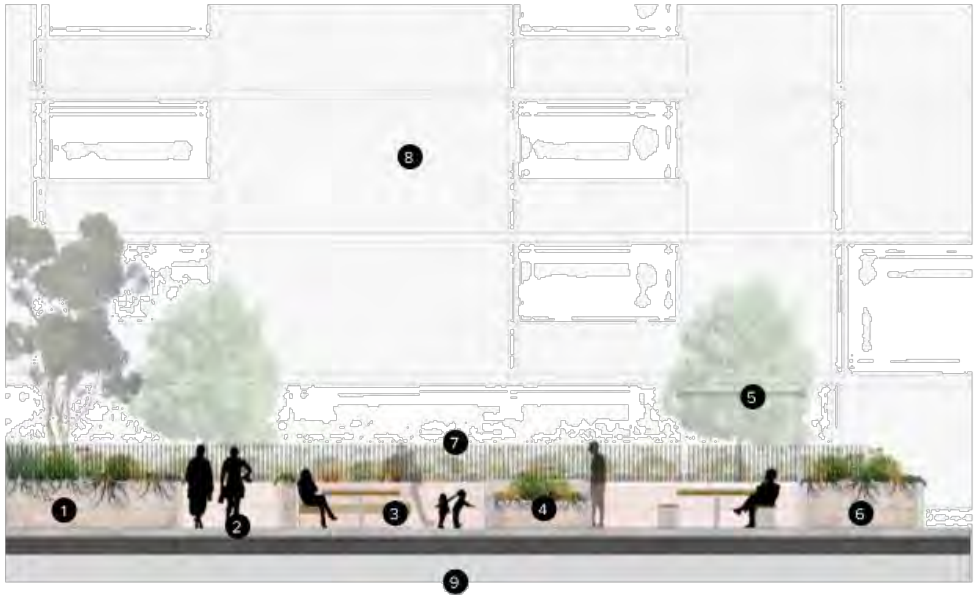
Legend

1. Northern Pocket Park for existing adjacent residents
2. Shelter and picnic tables
3. Barbeque for outdoor dining
4. Basement car park entrance
5. Existing lawn to be retained
6. Existing trees to be retained
7. Raised planter on podium with tree and groundcover planting
8. Central lawn
9. Outdoor seating pods
10. Intimate garden rooms with seating pods
11. Raised bar seating overlooking lawn
12. Outdoor work stations
13. Substation with access driveway
14. Ramp and stair connection to Christine Crescent
15. Private terraces with raised planters and informal path connections



Attachment 4 - PLN21/0836 - Amended Landscape plans

Ground Level
Northern Lawn Section and Precedents



Northern Lawn - Alfresco Dining Section A

Legend

1. Raised planter to private terrace interface with canopy tree and groundcover planting
2. Pedestrian path
3. Outdoor dining setting
4. Barbeques set into a raised planter
5. Shelter above outdoor dining setting
6. Raised planter with canopy trees and groundcover planting
7. Raised planters and screening fencing to private terraces behind
8. Building elevation behind
9. Basement car park below



Outdoor working spaces



Outdoor alfresco spaces within a vegetated setting

Attachment 4 - PLN21/0836 - Amended Landscape plans

Ground Level
Central Plaza Plan

Design Intent

The Central Plaza is the heart of the development proposal, providing a publicly accessible open space that acts as an arrival point for residents and facilitates the connection between the Victoria Gardens Precinct and river corridor.

This connection is provided by a wide pedestrian thoroughfare from River Boulevard along the southern building interface, through the Central Plaza and then transitioning to a series of steps down the river embankment to the Main Yarra Trail.

The planting character of this space is an extension of the river corridor, providing a transition between the urbanity of the Victoria Gardens precinct to the naturalness of the Yarra.

The vegetation is supported by raised planters on structure, of which typically 500mm is provided above pavement level and additional 600-700mm set downs to provide sufficient soil depths to support canopy tree planting, and ornamental displays of native and indigenous vegetation.

The pavement River Line commences within the Central Plaza, as a narrative element referencing the alignment and urban and natural transition of the river as it moves through Melbourne.

The Central Plaza provides an informal lawn, raised planters and seating edges for socialising and outdoor dining, supported by adjacent cafe. The use of feature eucalypt trees with striking floral colour are used to highlight the space.

The porte cochere provides a flush paved space for vehicles and pedestrians, with tonal variation in the pavement material and line marking used to demarcate its extents, and contains drop off points for vehicles.

Legend

1. Porte cochere shared zone
2. Central Plaza
3. Lower Ground Courtyard
4. Raised planters with trees and groundcover plating
5. Central raised planter with feature *Corymbia* tree
6. Bicycle hoops
7. Two drop off bays
8. River Line pavement feature
9. Outdoor dining area
10. Informal lawn
11. Timber seating edges with accessibility options
12. Timber table settings
13. Pedestrian connection between River Boulevard and the Yarra River



Attachment 4 - PLN21/0836 - Amended Landscape plans

Ground Level
Central Plaza Section and Precedents



Central Plaza Section B

Legend

1. Central Plaza
2. Raised planters with trees and groundcover plating
3. Pedestrian connection between River Boulevard and the Yarra River
4. Timber sun lounge overlooking lawn
5. Informal lawn
6. Basement car park below
7. Timber seating
8. Feature tree planting
9. Building behind



River corridor planting character



Porte cochere shared space for pedestrians and vehicles



Central Plaza with raised planters and a variety of seating options

Attachment 4 - PLN21/0836 - Amended Landscape plans

Ground Level
Southern Pool Plan

Design Intent

The Southern Pool space is centered around a pool within a heavily vegetated bushland setting.

The 25m two lane lap heated pool will provide use and enjoyment across not only the summer months, but also the cooler ones by providing spaces for socialising and communal events by the edge of the pool.

A pavilion building provide amenity spaces for swimming and a multi purpose room that can be used to host events that can then spill onto the adjacent pool concourse.

A vegetated interface will be provided between the pool and stormwater easement, comprising of screening shrubs and canopy tree planting, providing screening for the pool area and a green outlook from Annette's Place in the south.



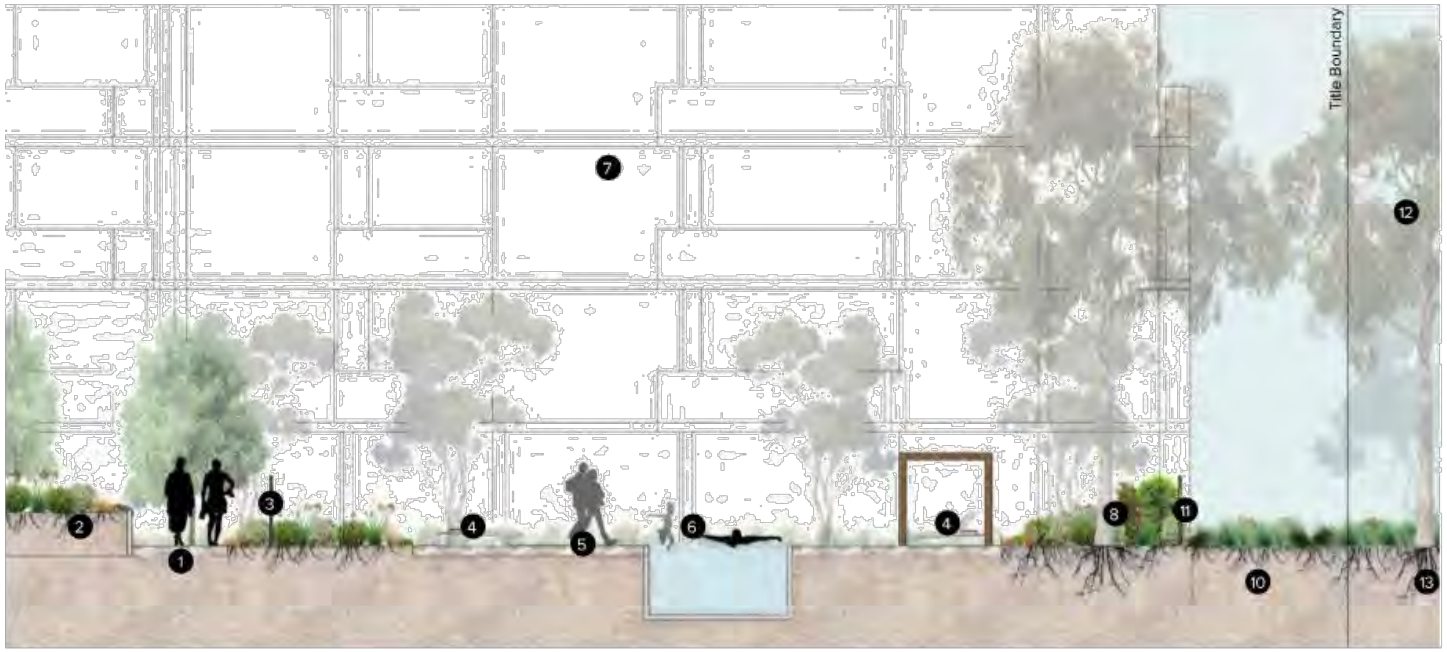
Southern Lagoon Plan

Legend

1. 25m 2 lane lap pool
2. Day beds
3. Cabana shelters
4. Raised planters with trees and groundcover planting
5. On ground garden bed with screening shrubs and canopy tree planting
6. Stormwater easement
7. Private terraces
8. Multi use pavilion building
9. Multi use pool concourse

Attachment 4 - PLN21/0836 - Amended Landscape plans

Ground Level
Southern Lagoon Section and Precedents



Southern Lagoon Section C

Legend

1. Pedestrian path
2. Raised planter with canopy tree and groundcover planting
3. Glass balustrade
4. Sun lounges
5. Pool concourse
6. Lap pool
7. Building behind
8. Screening shrub and canopy tree planting
10. Stormwater easement with groundcover planting
11. 1.8m high palisade fencing
12. Existing trees
13. Annette's Place Park and Playground


Lap pool


River corridor vegetation character

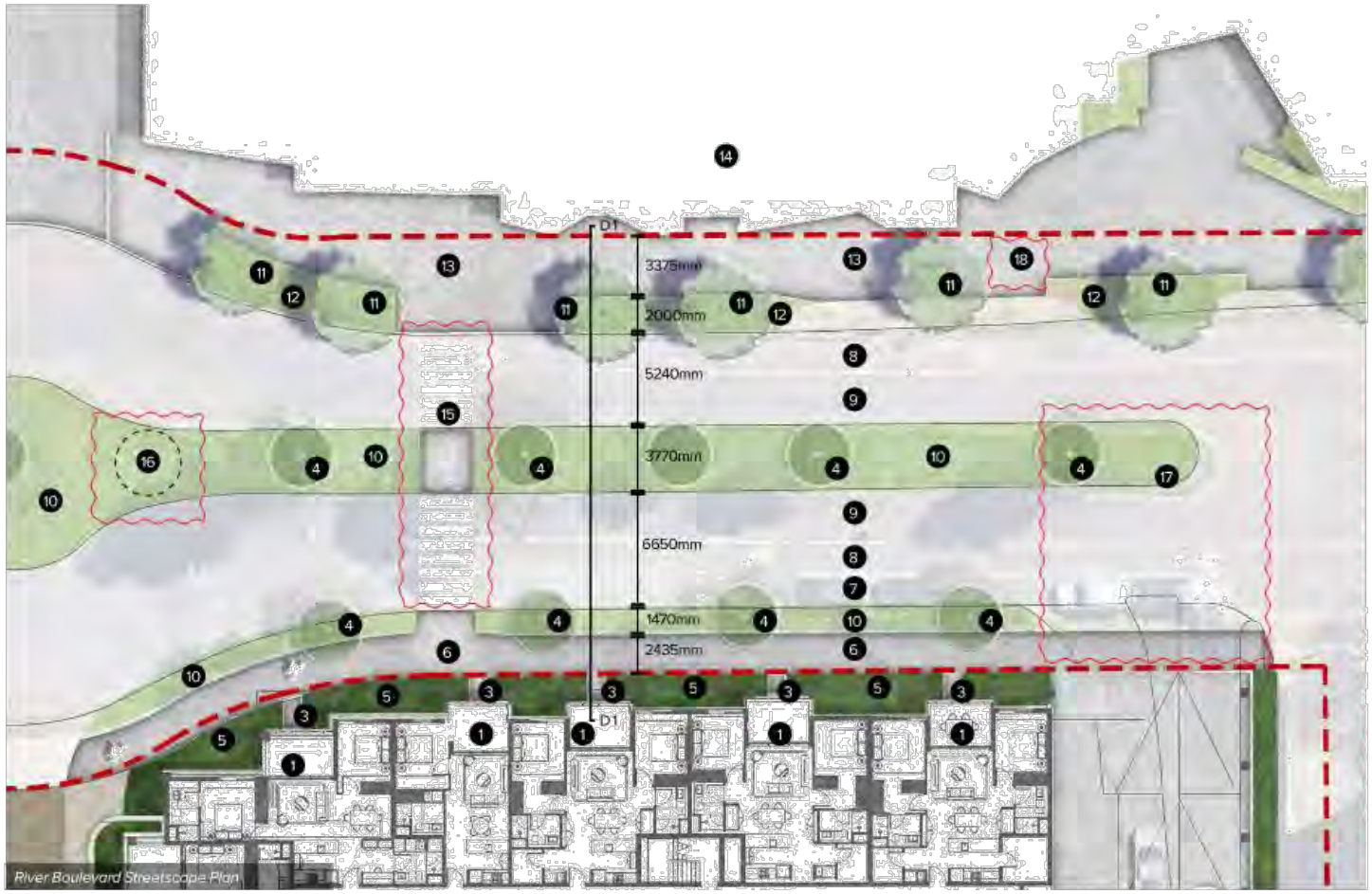

Cabanas

Attachment 4 - PLN21/0836 - Amended Landscape plans

Ground Level
River Boulevard Streetscape Plan

General Note

Any requirement is subject to further approval and acceptance by Authorities, adjacent land owner, and not impact built form locations as proposed.



Legend

1. Private Terraces
2. 1.8m fencing (0.6m concrete plinth with 1.2m high steel fin fencing)
3. Informal paths from private terrace to footpath
4. Existing street trees to be retained
5. Ornamental native garden beds typically 1m high
6. Existing concrete footpath
7. Existing street parking
8. Existing bike lane
9. Existing vehicular lane
10. Existing grass
11. Proposed street tree by Endorsed Plan*
12. Proposed low planting by Endorsed Plan*
13. Proposed asphalt footpath by Endorsed Plan to City of Yarra Standard*
14. 9C & 10B River Boulevard Endorsed Development*
15. Proposed pedestrian crossing, final location and design subject to traffic engineering resolution and Authority approval.
16. Additional trees within median strip, final quantity and location subject to Council and Authority approval.
17. Rationalisation of median to be investigated by traffic engineers considering the below opportunities:
    a) Deletion of part of medium opposite the basement entrance to allow vehicles to make a right and exiting turn onto and River Boulevard.
    b) Combine the two medians near Vickers Drive/Elaine Court and provide trees/grass within this rediesigned median.
18. New pedestrian footpath min. 2m wide on western side of River Boulevard with materials to match surrounding area, to be investigated, and subject to separate application approval.

*Endorsed Plan refers to design proposal for 9C & 10B River Boulevard, endorsed by City of Yarra.

Attachment 4 - PLN21/0836 - Amended Landscape plans

Ground Level
River Boulevard Streetscape Plan

General Note

Any requirement is subject to further approval and acceptance by Authorities, adjacent land owner, and not impact built form locations as proposed.



Legend

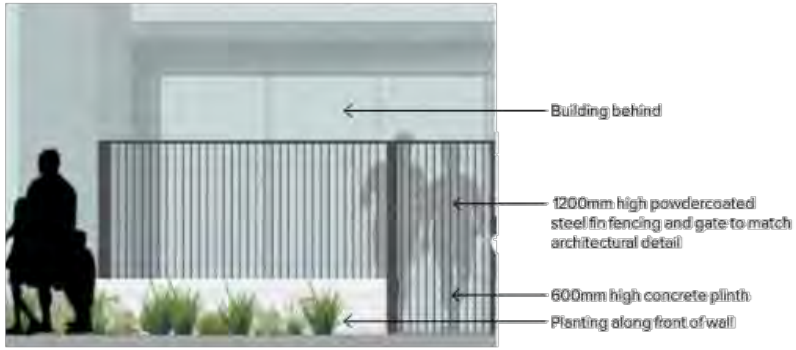
1. Private Terraces
2. 1.8m fencing (0.6m concrete plinth with 1.2m high steel fin fencing)
3. Informal paths from private terrace to footpath
4. Realigned concrete footpath extends to the back of kerb
5. Ornamental native garden beds typically 1m high
6. Existing driveway
7. Existing garden bed with low planting
8. Existing concrete footpath
9. Existing 40 River Blvd office building
10. Proposed 3m wide shared path at 1:80 grade, with garden bed planting to both sides.
11. Retention of existing tree on western side of existing path subject to ability to coordinate with services works.
12. 2m wide proposed footpath from back of kerb. Cyclists utilise the vehicle driveway and then link to River Street shared path. Garden beds east of footpath alongside the title boundary are maximised and consolidated with garden beds within the title boundary, allowing opportunity for trees.
13. Relocation of existing underground ground services and the integration of above ground service cabinets within the development site subject to further design investigation and approval from authorities and/or landowners.
14. Existing footpath alignment and extent shown in white dash.
15. Demountable kerb for cyclist access

Attachment 4 - PLN21/0836 - Amended Landscape plans

Ground Level
River Boulevard Interface

Design Intent

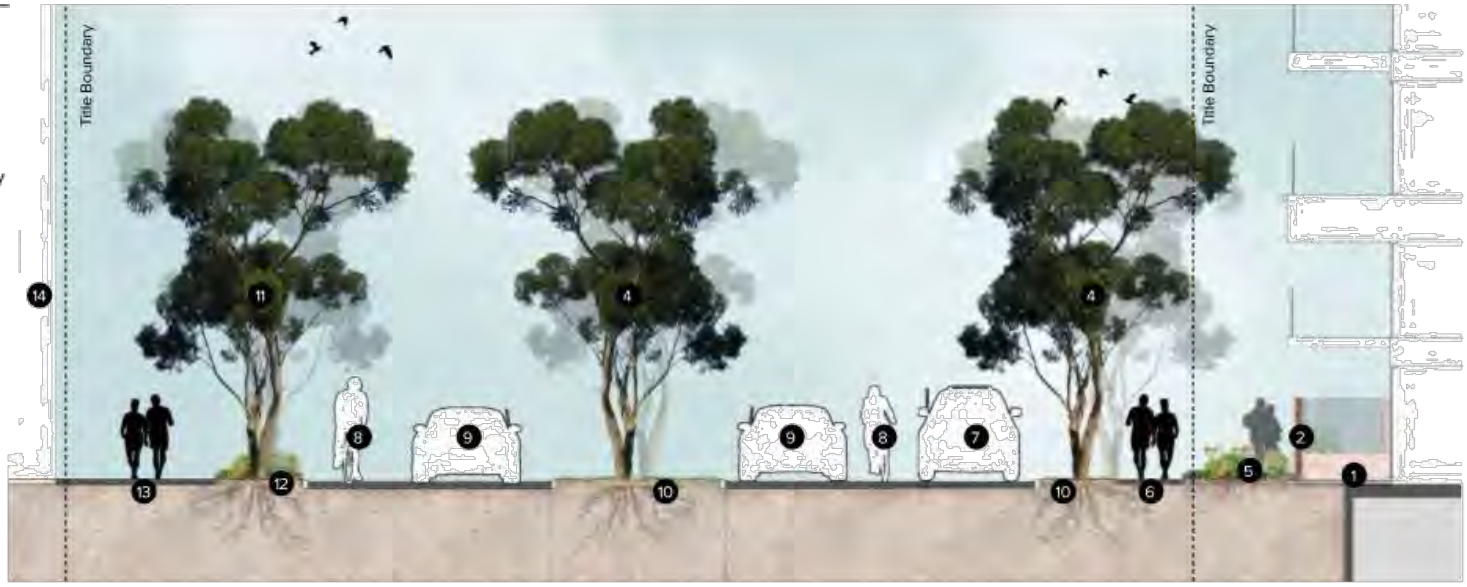
The landscape response along River Boulevard seeks to continue the strong planted character of the overall development, with visually permeable fencing to provide a positive streetscape presentation.



Typical Fencing Elevation 1:40

Legend

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3. Informal paths from private terrace to footpath
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5. Ornamental native garden beds typically 1m high
6. Existing concrete footpath
7. Existing street parking
8. Existing bike lane
9. Existing vehicular lane
10. Existing grass
11. Proposed street tree by Endorsed Plan*
12. Proposed low planting by Endorsed Plan*
13. Proposed asphalt footpath by Endorsed Plan to City of Yarra Standard*
14. 9C & 10B River Boulevard Endorsed Development*



*Endorsed Plan refers to design proposal for 9C & 10B River Boulevard, endorsed by City of Yarra.

Typical River Boulevard Interface Section D1 1:100

Attachment 4 - PLN21/0836 - Amended Landscape plans

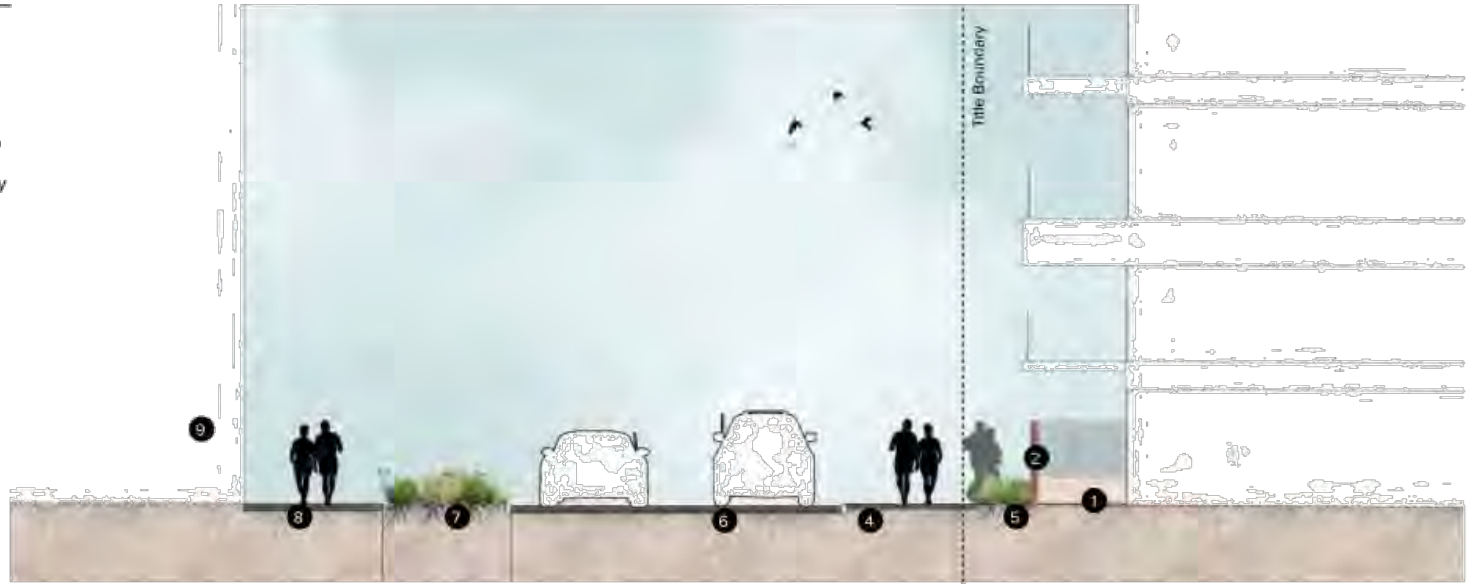
Ground Level
River Boulevard Interface

Design Intent

The landscape response along River Boulevard seeks to continue the strong planted character of the overall development, with visually permeable fencing to provide a positive streetscape presentation.

Legend

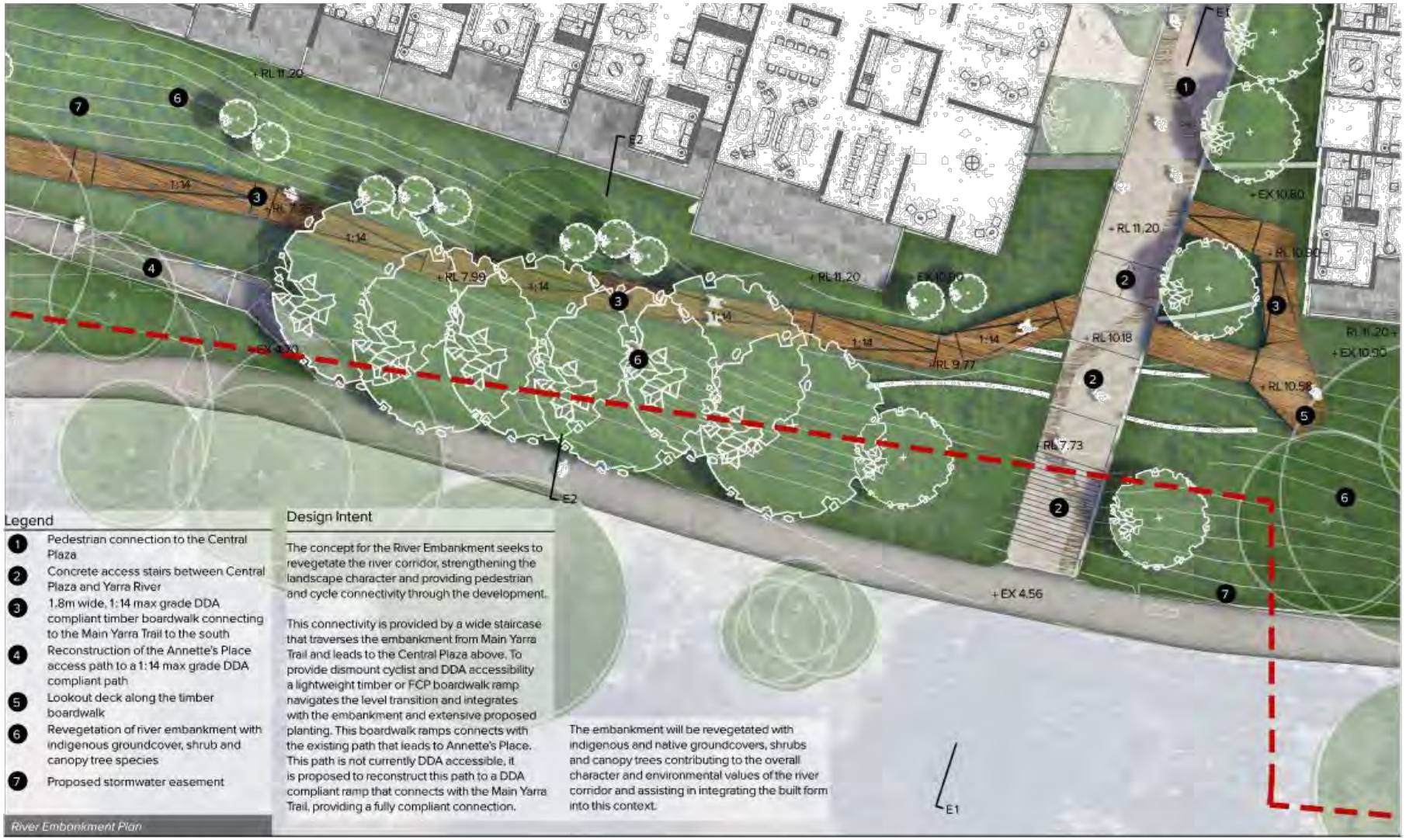
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3. Informal paths from private terrace to footpath
4. Realigned concrete footpath extends to the back of kerb
5. Ornamental native garden beds typically 1m high
6. Existing driveway
7. Existing garden bed with low planting
8. Existing concrete footpath
9. Existing 40 River Blvd office building



Typical River Boulevard Interface Section 02 | 1:50

Attachment 4 - PLN21/0836 - Amended Landscape plans

Ground Level
River Embankment Plan



Legend

1. Pedestrian connection to the Central Plaza
2. Concrete access stairs between Central Plaza and Yarra River
3. 1.8m wide, 1:14 max grade DDA compliant timber boardwalk connecting to the Main Yarra Trail to the south
4. Reconstruction of the Annette's Place access path to a 1:14 max grade DDA compliant path
5. Lookout deck along the timber boardwalk
6. Revegetation of river embankment with indigenous groundcover, shrub and canopy tree species
7. Proposed stormwater easement

Design Intent

The concept for the River Embankment seeks to revegetate the river corridor, strengthening the landscape character and providing pedestrian and cycle connectivity through the development.

This connectivity is provided by a wide staircase that traverses the embankment from Main Yarra Trail and leads to the Central Plaza above. To provide dismount cyclist and DDA accessibility a lightweight timber or FCP boardwalk ramp navigates the level transition and integrates with the embankment and extensive proposed planting. This boardwalk ramps connects with the existing path that leads to Annette's Place. This path is not currently DDA accessible, it is proposed to reconstruct this path to a DDA compliant ramp that connects with the Main Yarra Trail, providing a fully compliant connection.

The embankment will be revegetated with indigenous and native groundcovers, shrubs and canopy trees contributing to the overall character and environmental values of the river corridor and assisting in integrating the built form into this context.

River Embankment Plan

Attachment 4 - PLN21/0836 - Amended Landscape plans

Ground Level
River Embankment Section and Precedents

Legend

1. Pedestrian connection to the Central Plaza
2. Building
4. Access stairs between Central Plaza and Yarra River
5. Existing, proposed trees and revegetated river embankment
6. Main Yarra Trail
7. DDA compliant embankment ramp



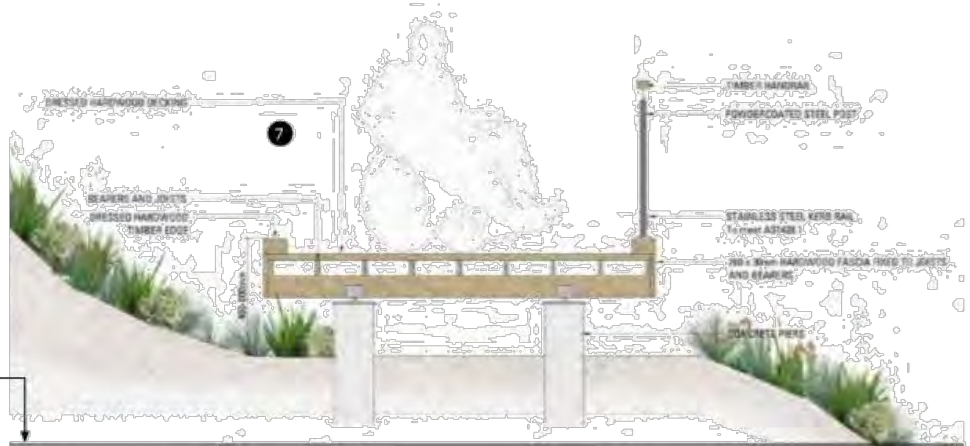
River Embankment Section E1


Stair connection up the river embankment


Timber boardwalk through existing vegetation



River Embankment Section E2



River Embankment Timber Deck Typical Section

Attachment 4 - PLN21/0836 - Amended Landscape plans

Ground Level
River Embankment Section



River Embankment - South Key Plan 1:500



River Embankment Section E3

Legend

1. Private Terrace
2. Building
3. Embankment shrub planting buffer
4. Reconstruction of the Annette's Place access path to a 1:14 max grade DDA compliant path
5. Existing, proposed trees and revegetated river embankment
6. Main Yarra Trail
7. 1.8m wide, 1:14 max grade DDA compliant timber boardwalk

Attachment 4 - PLN21/0836 - Amended Landscape plans

Ground Level
River Embankment Section





Legend

1. Private Terrace
2. Building
3. Embankment shrub planting buffer
4. Reconstruction of the Annette's Place access path to a 1:14 max grade DDA compliant path
5. Existing, proposed trees and revegetated river embankment
6. Main Yarra Trail
7. 1.8m wide, 1:14 max grade DDA compliant timber boardwalk

Attachment 4 - PLN21/0836 - Amended Landscape plans



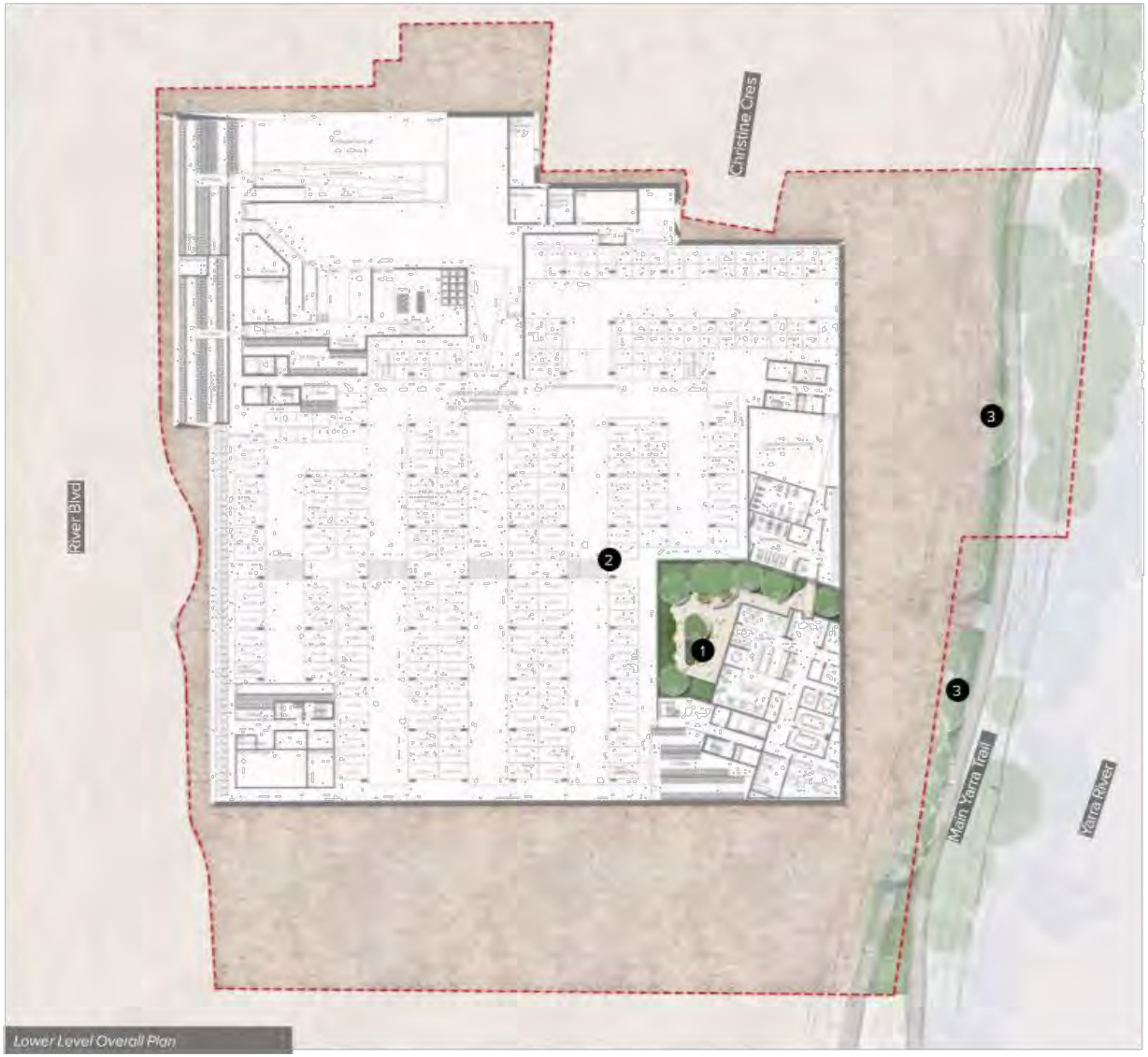
Attachment 4 - PLN21/0836 - Amended Landscape plans

Lower Ground Level
Overall Plan

Lower Ground Level provides a unique, intimate open air space that acts as an outdoor extension of the adjacent communal rooms.

Legend

1. Lower Ground Courtyard
2. Basement Car Park
3. River Embankment



Lower Level Overall Plan

Attachment 4 - PLN21/0836 - Amended Landscape plans

Lower Ground Level
Courtyard Plan



Design Intent

The Lower Ground Courtyard is a unique space within the development, providing an enclosed retreat for residents.

The courtyard provides an outdoor working space, complementing the adjacent indoor working arrangement. A variety of individual working stations and communal desks are provides, all within a heavily vegetated and serene setting.

The adjacent wall interfacing the basement car park will be vegetated with climbing plants supported on cables and canopy trees into natural soil and structural soils, supporting adjacent pavement will provided sufficient soil volume for tree establishment. This vegetated interface will provide an attractive outlook of the courtyard spaces from the adjacent internal building rooms.

The pedestrian path, linking the Central Plaza with the River Embankment is framed with large canopy trees that provide a vegetated connection between the river corridor and central plaza.

Legend

1. Canopy trees in deep soil with structural soil below surrounding pavement
2. Feature garden beds along wall with climbing plants
3. Pedestrian connection between Central Plaza and Main Yarra Trail
4. Meditation garden
5. Outdoor working stations
6. Outdoor working tables

Attachment 4 - PLN21/0836 - Amended Landscape plans

Lower Ground Level
Courtyard Section and Precedents



Courtyard Section F

Legend

1. Canopy trees in deep soil with structural soil below surrounding pavement
2. Climbing plants on steel cables along wall
3. Raised planter at Central Plaza level
4. Feature garden bed along wall
5. Building behind
6. Outdoor working stations
7. Outdoor working tables
8. Basement car park



Outdoor working stations



Intimate vegetated setting

Attachment 4 - PLN21/0836 - Amended Landscape plans



Attachment 4 - PLN21/0836 - Amended Landscape plans

Level 5 Rooftops
Overall Plan

Level 5 contains two outdoor communal rooftop spaces providing a variety of amenities for residents, overlooking the river corridor.

Legend

1. Level 5 Northern Rooftop
2. Level 5 Southern Rooftop



Level 5 Overall Plan

Attachment 4 - PLN21/0836 - Amended Landscape plans

Level 5 Rooftops
North Rooftop Plan



Design Intent

The Northern Rooftop provides an intimate rooftop setting comprised of a number of outdoor rooms for a variety of activities all within a vegetated setting responding to the river corridor character.

Along the eastern interface, working pods, hammocks and sun lounges, framed with vegetation provide serene spaces to work, relax and overlook the river corridor.

This is complemented with outdoor alfresco dining rooms, containing table settings for large groups, barbeques and either nestled within surrounding planting or open to views across the Central Plaza to the west.

Legend

1. Outdoor working room
2. Swing hammocks
3. Sunken private dining room with BBQ
4. Sun lounges
5. Sun deck
6. Private dining room with BBQ
7. Private lounge area
8. Water feature


Private dining spaces


Communal dining


Intimate lounges


River views and ornamental planting

Attachment 4 - PLN21/0836 - Amended Landscape plans

Level 5 Rooftops
South Rooftop Plan



South Rooftop Plan

Design Intent

The Southern Rooftop looks to complement the intimacy of the Northern Rooftop by providing an open space centered around a lawn and open deck. These spaces promote larger gatherings for the residents, such as communal dining events, outdoor cinema and the like.

The eastern side of the rooftop maximises its River outlook with smaller intimate spaces including outdoor dining rooms, lounges and sun beds.

The western side of the space provides a garden walk within a heavily vegetated setting, with private lounges and sun lounges with an outlook to the Central Plaza.

Legend

1. Private dining room with BBQ
2. Private lounge area
3. BBQ and pizza oven
4. Central lawn
5. Open deck with sun lounges and tables
6. Sun lounge
7. Sunken lounges
8. Communal dining area


Open lawn for communal events

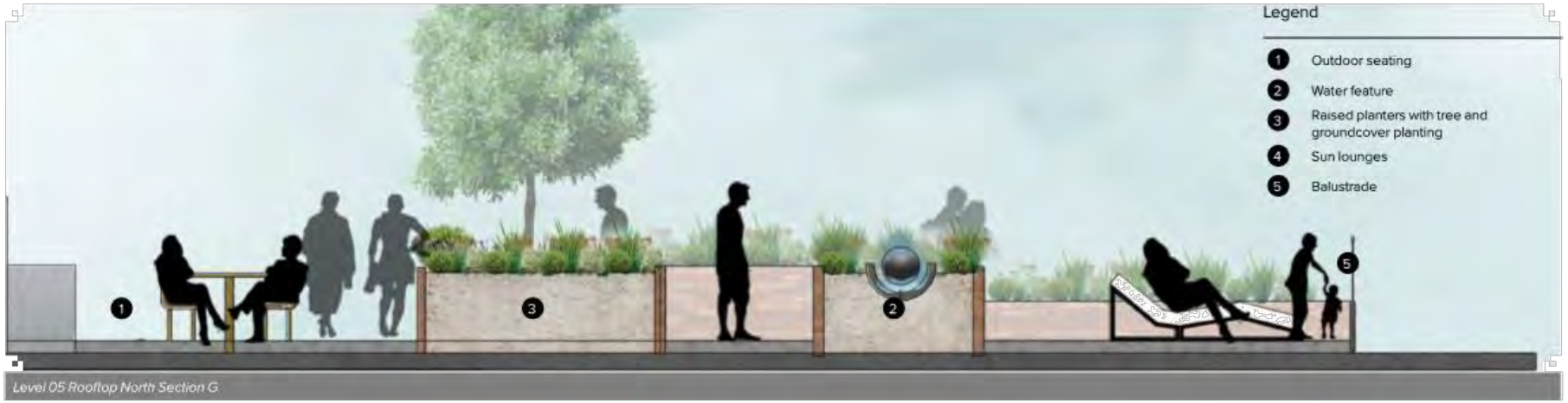

Communal dining facilities


Barbeques and lounges

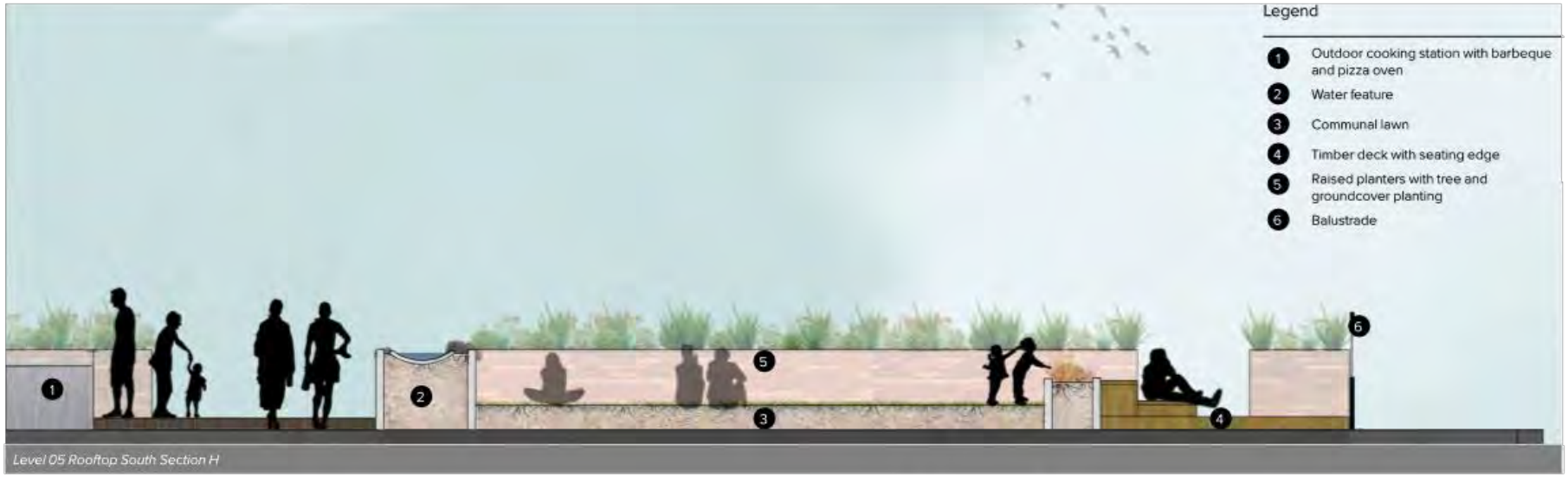

Communal events

Attachment 4 - PLN21/0836 - Amended Landscape plans

Level 5 Rooftops
Rooftop Sections



Level 05 Rooftop North Section G



Level 05 Rooftop South Section H

Attachment 4 - PLN21/0836 - Amended Landscape plans



Attachment 4 - PLN21/0836 - Amended Landscape plans

Landscape Diagrams
Tree Retention and Removal Plan



Attachment 4 - PLN21/0836 - Amended Landscape plans

Landscape Diagrams
Tree Retention and Removal Plan



Attachment 4 - PLN21/0836 - Amended Landscape plans

Landscape Diagrams
Tree Retention and Removal Schedule

A total of 67 trees are located within the development site.

Of those 28 trees are to be retained, and 39 are to be removed.

It is noted that trees identified with a low Worthy of Retention score of 3 or below are to be removed, (with the exception of tree no. 167) regardless of whether they are impacted by the proposed development, as recommended by the Arborist Report, due to their poor health, danger and similar issues.

An additional 14 trees are proposed to be removed outside of the development site. These include:

- 7no. *Angophora* street trees along Riverside Boulevard, to facilitate the Port Cochere entrance, underground civil works and realignment of the existing footpath to outside of the property boundary, along the driveway south of River Boulevard.
- 5no. *Populars* along the river embankment.
- 2no. *Corymbia* within the property to the north due to the proximity of the proposed basement car park.

For further information regarding existing trees, refer to the *Riverside Richmond Development* Arborist Report dated 8th June, 2022, prepared by Galbraith and Associates.

Tree No.	Botanical Name	Common Name	Origin	Height x Spread	Diameter at Breast Height (cm)	Tree Protection Zone (m)	Structural Root Zone (m)	Useful Life Expectancy (d)	Worthy of Retention (WOR)	Waste Bin (Yes / No)	Action	Means of Establishment (Self Sown or Planted)
1												
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Attachment 4 - PLN21/0836 - Amended Landscape plans

Landscape Diagrams
Tree Retention and Removal Schedule

Tree No.	Botanical Name	Common Name	Origin	Height x Spread	Diameter at Breast Height (cm)	Tree Protection Zone (m)	Structural Root Zone (m)	Useful Life Expectancy (y)	Quality of Retention (VTA)	Within Site (Yes / No)	Action	Means of Establishment (Self Sown or Planted)
107	Eucalyptus leucoxylon subsp. connata	Melbourne Yellow Gum	Indigenous	9 x 6m	25	3.0	2.3	60+		No	Retain	Planted
108	Corymbia maculata	Spotted Gum	Undetermined	8m x 4m	13	3	1.65	60		No	Retain	Planted
109	Acacia implexa	Lightwood	Indigenous	4 x 3.5m	c10	2	1.35	20		Yes	Retain	Planted
110	Acacia implexa	Lightwood	Indigenous	5 x 4m	14	2	1.7	15		Yes	Retain	Planted
111	Acacia melanoxylon	Blackwood	Indigenous	4 x 4m	11	2	1.5	25+		Yes	Retain	Planted
112	Acacia implexa	Lightwood	Indigenous	5 x 3m	c10	2	1.65	20		No	Retain	Planted
113	Eucalyptus cephalocarpa	Silver Top Stringybark	Indigenous	15 x 8m	30	3.6	2.5	60		No	Retain	Planted
114	Acacia melanoxylon	Blackwood	Indigenous	6 x 4m	20	2.4	1.95	50		No	Retain	Planted
115	Acacia implexa	Lightwood	Indigenous	5 x 2m	c10	2	1.65	20	2	Yes	Retain	Planted
116	No tree											
117	Eucalyptus leucoxylon subsp. connata	Melbourne Yellow Gum	Indigenous	10 x 8m	40	4.8	2.9	60		No	Retain	Planted
118	Eucalyptus leucoxylon subsp. connata	Melbourne Yellow Gum	Indigenous	15 x 8m	50	6.0	3.3	60		No	Retain	Planted
119	Eucalyptus camaldulensis	River Red Gum	Indigenous	18 x 10m	40	4.8	2.8	30+		No	Retain	Planted
120	No tree											
121	No tree											
122	Corymbia maculata	Spotted Gum/Red Ironbark	Australian Native	10m height	70cm (28)	8.4m (3.4)	1.9m (2.3)	60+		No	Remove	Planted
123	Angophora costata	Smooth-barked Apple	Australian Native	10m height	40cm (16)	4.8m (2.0)	1.5m (2.2)	30+		No	Remove	Planted
124	Angophora costata	Smooth-barked Apple	Australian Native	10m height	40cm (16)	4.8m (2.0)	1.5m (2.2)	30+		No	Remove	Planted
125	Angophora costata	Smooth-barked Apple	Australian Native	10m height	40cm (16)	4.8m (2.0)	1.5m (2.2)	30+		No	Remove	Planted
126	Angophora costata	Smooth-barked Apple	Australian Native	10m height	40cm (16)	4.8m (2.0)	1.5m (2.2)	30+		No	Remove	Planted
127	Eucalyptus leucoxylon subsp. connata	Yellow Gum	Victorian Native	11 x 14m	60	7.2	3.0	60	3	No	Retain	Planted
128	No tree											
129	Eucalyptus robusta	Swamp Mahogany	Australian Native	9 x 10m	60	7.2	2.8	60	4	No	Retain	Planted
130	No tree											
131	Eucalyptus melliodora	Yellow Box	Indigenous	12 x 8m	25	3.1	2	35	4	No	Retain	Planted
132	Eucalyptus melliodora	Yellow Box	Victorian native	13 x 10m	37	4.4	2.3	40	4	No	Retain	Planted
133	Eucalyptus camaldulensis	River Red Gum	High vitality	14 x 9m	52	6.2	2.6	60	3	No	Retain	Planted
134	Eucalyptus camaldulensis	River Red Gum	Victorian native	15 x 8m	47	5.6	2.5	60+	4	No	Retain	Planted
135, 136	No tree											
137	Eucalyptus camaldulensis	River Red Gum	Indigenous	15 x 9m	54	6.4	2.8	60	2	No	Retain	Planted
138	Melaleuca styphelioides	Broad-leaved Paperbark	Australian Native	12 x 8m	31	3.7	2.2	20	3	No	Retain	Planted
139	No tree											
140	Eucalyptus melliodora	Yellow Box	Indigenous	14 x 7m	33	4	1.9	40	3	No	Retain	Planted
141	Eucalyptus robusta	Swamp Mahogany	Australian Native	11 x 10m	50	6	2.5	50	4	No	Retain	Planted
142	Eucalyptus melliodora	Yellow Box	Indigenous	12 x 7m	30	3.6	2.2	35	4	No	Retain	Planted
143	Eucalyptus melliodora	Yellow Box	Indigenous	16 x 10m	37	4.4	2.3	40+	4	No	Retain	Planted
144	No tree											
145	No tree											
146	Already Indigenous, existing tree to Arborist Report		Indigenous	10m height	70cm (28)	8.4m (3.4)	1.9m (2.3)	60+, 10/19 (2)	5	no	Retain	Planted
146A	No tree											
146B	No tree											
147	Eucalyptus camaldulensis	River Red Gum	Indigenous	9.5m x 18m	57 (23)	6.8	2.7	60+	4	No	Retain	Planted
148	Eucalyptus camaldulensis	River Red Gum	Indigenous	18m x 16m	80	9.6	3.9	60+		No	Retain	Planted
149	No tree											
150	Eucalyptus camaldulensis	River Red Gum	Indigenous	18m x 11m	64 (26)	7.7	3.2	60+	3	No	Retain	Planted
150A	No tree											
151	Eucalyptus camaldulensis	River Red Gum	Indigenous	18m x 11m	58 (24)	7.0	3.0	60+	3	No	Retain	Planted
152	Eucalyptus camaldulensis	River Red Gum	Indigenous	9 x 10m	42	5	2.5	30+	4	No	Retain	Planted
153	Eucalyptus camaldulensis	River Red Gum	Indigenous	20m x 15m	80	9.6	3.9	60+	3	No	Retain	Planted
154	Eucalyptus camaldulensis	River Red Gum	Indigenous	18 x 16m	69	8	3.6	60	4	No	Retain	Planted
155	Eucalyptus camaldulensis	River Red Gum	Indigenous	20 x 18m	80	9.6	3.9	60+	3	No	Retain	Planted
156	Eucalyptus camaldulensis	River Red Gum	Indigenous	16m height	70 to 80	8.4m to 9.6	2.9 to 3.2	60+	3 to 5	No	Retain	Planted
157	Eucalyptus camaldulensis	River Red Gum	Indigenous	16m height	70 to 80	8.4m to 9.6	2.9 to 3.2	60+	3 to 5	No	Retain	Planted
158	Eucalyptus camaldulensis	River Red Gum	Indigenous	16m height	70 to 80	8.4m to 9.6	2.9 to 3.2	60+	3 to 5	No	Retain	Planted
159	Eucalyptus camaldulensis	River Red Gum	Indigenous	15m height	60 to 70	7.2m to 8.4	2.6 to 2.9	60+	3 to 5	No	Retain	Planted
160	Eucalyptus camaldulensis	River Red Gum	Indigenous	15m height	60 to 70	7.2m to 8.4	2.6 to 2.9	60+	3 to 5	No	Retain	Planted
161	Eucalyptus camaldulensis	River Red Gum	Indigenous	15m height	60 to 70	7.2m to 8.4	2.6 to 2.9	60+	3 to 5	No	Retain	Planted
162	Eucalyptus camaldulensis	River Red Gum	Indigenous	15m height	60 to 70	7.2m to 8.4	2.6 to 2.9	60+	3 to 5	No	Retain	Planted
163	Already Indigenous, existing tree to Arborist Report		Indigenous						5	No	Retain	Planted
163a	No tree											
164	No tree											
165	Eucalyptus camaldulensis	River Red Gum	Indigenous	18 x 10m	80	9	3.6	60+	4	No	Retain	Planted
166	No tree											

Tree No.	Botanical Name	Common Name	Origin	Height x Spread	Diameter at Breast Height (cm)	Tree Protection Zone (m)	Structural Root Zone (m)	Useful Life Expectancy (y)	Quality of Retention (VTA)	Within Site (Yes / No)	Action	Means of Establishment (Self Sown or Planted)
143	Eucalyptus camaldulensis	River Red Gum	Indigenous	20m x 18m	80	9.6	3.9	60+	4	Yes	Retain	Planted
144	Eucalyptus camaldulensis	River Red Gum	Indigenous	18m x 16m	70	8.4	3.6	60+	4	Yes	Retain	Planted
145	No tree											
146	Eucalyptus camaldulensis	River Red Gum	Indigenous	15m x 9m	60	7.2	3.2	60+	4	Yes	Retain	Planted
147	Eucalyptus camaldulensis	River Red Gum	Indigenous	12 x 10m	50	6	2.8	60+	4	Yes	Retain	Planted
148	Eucalyptus camaldulensis	River Red Gum	Indigenous	14 x 10m	55	6.6	3	60+	4	Yes	Retain	Planted
149	Eucalyptus camaldulensis	River Red Gum	Indigenous	16 x 10m	60	7.2	3.2	60+	4	Yes	Retain	Planted
150	No tree											
151	No tree											
152	Eucalyptus camaldulensis	River Red Gum	Indigenous	18m x 12m	70	8.4	3.6	60+	4	Yes	Retain	Planted
153	Eucalyptus camaldulensis	River Red Gum	Indigenous	20m x 15m	80	9.6	3.9	60+	4	Yes	Retain	Planted
154	Eucalyptus camaldulensis	River Red Gum	Indigenous	18m x 14m	70	8.4	3.6	60+	4	Yes	Retain	Planted
155	Eucalyptus camaldulensis	River Red Gum	Indigenous	16m x 12m	60	7.2	3.2	60+	4	Yes	Retain	Planted
156	Eucalyptus camaldulensis	River Red Gum	Indigenous	15m x 10m	55	6.6	3	60+	4	Yes	Retain	Planted
157	Eucalyptus camaldulensis	River Red Gum	Indigenous	14m x 9m	50	6	2.8	60+	4	Yes	Retain	Planted
158	Eucalyptus camaldulensis	River Red Gum	Indigenous	12m x 8m	45	5.4	2.6	60+	4	Yes	Retain	Planted
159	Eucalyptus camaldulensis	River Red Gum	Indigenous	10m x 7m	40	4.8	2.4	60+	4	Yes	Retain	Planted
160	No tree											
161	No tree											
162	Eucalyptus camaldulensis	River Red Gum	Indigenous	16m x 10m	60	7.2	3.2	60+	4	Yes	Retain	Planted
163	Eucalyptus camaldulensis	River Red Gum	Indigenous	14m x 9m	50	6	2.8	60+	4	Yes	Retain	Planted
164	Eucalyptus camaldulensis	River Red Gum	Indigenous	12m x 8m	45	5.4	2.6	60+	4	Yes	Retain	Planted
165	No tree											
166	No tree											
167	Eucalyptus camaldulensis	River Red Gum	Indigenous	10m x 8m	40	4.8	2.4	60+	4	Yes	Retain	Planted
168	Eucalyptus camaldulensis	River Red Gum	Indigenous	8m x 6m	30	3.6	2	60+	4	Yes	Retain	Planted
169	No tree											
170	No tree											
171	Eucalyptus camaldulensis	River Red Gum	Indigenous	6m x 4m	20	2.4	1.6	60+	4	Yes	Retain	Planted
172	No tree											
173	No tree											
174	Eucalyptus camaldulensis	River Red Gum	Indigenous	5m x 3m	15	1.8	1.4	60+	4	Yes	Retain	Planted
175	No tree											
176	No tree											
177	Eucalyptus camaldulensis	River Red Gum	Indigenous	4m x 3m	12	1.5	1.2	60+	4	Yes	Retain	Planted
178	No tree											
179	No tree											
180	Eucalyptus camaldulensis	River Red Gum	Indigenous	3m x 2m	10	1.2	1	60+	4	Yes	Retain	Planted
181	No tree											
182	No tree											
183	Eucalyptus camaldulensis	River Red Gum	Indigenous	2m x 2m	8	1	0.8	60+	4	Yes	Retain	Planted
184	Eucalyptus camaldulensis	River Red Gum	Indigenous	2m x 1m	6	0.8	0.6	60+	4	Yes	Retain	Planted
185	No tree											
186	No tree											
187	Eucalyptus camaldulensis	River Red Gum	Indigenous	1.5m x 1m	5	0.6	0.5	60+	4	Yes	Retain	Planted
188	Eucalyptus camaldulensis	River Red Gum	Indigenous	1m x 1m	4	0.5	0.4	60+	4	Yes	Retain	Planted

Attachment 4 - PLN21/0836 - Amended Landscape plans

Landscape Diagrams
Proposed Tree Diagram

The proposed tree design has been prepared to comply with the minimum soil volume requirements for canopy trees in both deep soil and in planters (on podium) as stated within Table D3: Soil Requirements for Trees, of the *Apartment Design Guidelines for Victoria*, 2021, prepared by the Department of Land, Water and Planning, 2021.

Legend

- Ai *Acacia implexa*
- Ac *Acacia pycnatha*
- Cc *Corymbia citriodora*
- Cs *Corymbia citriodora 'Scentuous'*
- Cm *Corymbia maculata*
- Es *Eucalyptus caesia 'Silver Princess'*
- Ec *Eucalyptus camaldulensis*
- El *Eucalyptus leucoxylon 'Rosea'*
- Em *Eucalyptus mannifera 'Little Spotty'*
- Ep *Eucalyptus pauciflora 'Little Snowman'*
- Pc *Pyrus calleryana 'Chanticleer'*



Proposed Tree Plan - Northern Section

Attachment 4 - PLN21/0836 - Amended Landscape plans

Landscape Diagrams
Proposed Tree Diagram

The proposed tree design has been prepared to comply with the minimum soil volume requirements for canopy trees in both deep soil and in planters (on podium) as stated within Table D3: Soil Requirements for Trees, of the *Apartment Design Guidelines for Victoria*, 2021, prepared by the Department of Land, Water and Planning, 2021.



Proposed Tree Plan - Southern Section

Attachment 4 - PLN21/0836 - Amended Landscape plans

Landscape Diagrams
Proposed Planting Plan



Attachment 4 - PLN21/0836 - Amended Landscape plans

Landscape Diagrams
Proposed Planting Plan



Attachment 4 - PLN21/0836 - Amended Landscape plans

Landscape Diagrams
Proposed Plant Schedule

Code	Botanic Name	Common Name	Mature Size (h x w) (m)	Installation Size	Density	Quantity
	Trees					
Ai	*Acacia implexa*	Hickory Wattle/ Lightwood	9.0x7.0m	100lt, 50mm dia caliper, 3.5m height	As shown	20
Ap	*Acacia pycnantha*	Golden Wattle	5.0x 3.0m	45lt, 30mm dia caliper, 2.5m height	As shown	24
Cc	*Corymbia citriodora*	Lemon-scented Gum	20.0x 8.0m	100lt, 50mm dia caliper, 3.5m height	As shown	24
Cs	*Corymbia citriodora 'Scentsuous'*	Dwarf Lemon-scented Gum	7.0 x 5.0m	100lt, 50mm dia caliper, 3.5m height	As shown	10
Cm	*Corymbia maculata*	Spotted Gum	25.0 x 15.0m	100lt, 50mm dia caliper, 3.5m height	As shown	14
Es	*Eucalyptus cosela 'Silver Princess'*	Silver Princess	6.0 x 4.0m	100lt, 50mm dia caliper, 3.5m height	As shown	10
Ec	*Eucalyptus camaldulensis*	River Red Gum	25.0 x 20.0m	100lt, 50mm dia caliper, 3.5m height	As shown	1
El	*Eucalyptus leucoxylon 'Rosea'*	Red Flowering Yellow Gum	12.0 x 7.0m	100lt, 50mm dia caliper, 3.5m height	As shown	7
Em	*Eucalyptus mannifera 'Little Spotty'*	Dwarf Brittle Gum	8.0 x 5.0m	100lt, 50mm dia caliper, 3.5m height	As shown	30
Ep	*Eucalyptus pauciflora 'Little Snowman'*	Dwarf Snow Gum	7.0 x 5.0m	100lt, 50mm dia caliper, 3.5m height	As shown	15
Pc	*Pyrus calleryana 'Chanticleer'*	Flowering Ornamental Pear	11.0 x 6.0m	100lt, 50mm dia caliper, 3.5m height	As shown	4

Code	Botanic Name	Common Name	Mature Size (h x w) (m)	Installation Size	Density	Quantity 1032m2
	Ground Level - Feature Planting				6 per m2	6,192
ACA cog	*Acacia cognata 'Mini Cog'*	Dwarf Bower Wattle	1.0m x 1.0m	150mm Pot		
ANI fla	*Anigozanthos flavidus*	Kangaroo Paw	1.0m x 1.0m	150mm Pot		
CAL red	*Callistemon 'Red Rover'*	Red Rover	0.8m x 1.5m	150mm Pot		
CAS gla	*Casuarina glauca 'Cousin It'*	Cousin It	1.0m x 1.0m	150mm pot		
DIA lin	*Dianella caerulea*	Cobalt Mound	0.5 x 0.5m	150mm Pot		
DIA nev	*Dianella revoluta*	Black Anther Flax Lily	0.6m x 0.3m	150mm Pot		
ERE glo	*Eremophila glabra prostrata*	Emu Bush Prostrate	0.2 x 1.0m	150mm Pot		
GRE jun	*Grevillea juniperina 'Gold Cluster'*	Juniper-leaf Grevillea	0.2 x 1.0m	150mm Pot		
HAR vio	*Hardenbergia violacea*	Creeping Sarsparilla	0.3m x 1.0m	150mm Pot		
LEU sol	*Leucodendron laureolum 'Safari Sunset'*	Safari Sunset	1.5m x 1m	150mm Pot		
LOM lon	*Lomandra longifolia*	Spiny Headed Mat-Rush	1.2m x 1.5m	150mm Pot		
MYO par	*Myoporum parvifolium*	Boobialla	0.1 x 1.0m	150mm Pot		
SPH mon	*Spheaclea monticola ssp*	Blue Chalk Sticks	0.3 x 1.0m	150mm Pot		
SYZ aus	*Syzygium australe 'Cleopatra Tall'*	Lilly Pilly	3.0 x 1.0m	150mm Pot		

Code	Botanic Name	Common Name	Mature Size (h x w) (m)	Installation Size	Density	Quantity 665m2
	River Embankment - Shrub Planting				1 per m2	665
ACA acl	*Acacia aclinacea*	Gold Dust Wattle	3.0 x 2.0m	150mm pot		
BAN rev	*Banksia revoluta*	Silver Banksia	4.0 x 3.0m	150mm pot		
BUR spi	*Bursaria spinosa subsp. spinosa*	Sweet Bursaria	3.0 x 2.0m	150mm pot		
CAL sie	*Callistemon sieberiana*	River Bottlebrush	3.0 x 2.0m	150mm pot		
DOD vis	*Dodonaea viscosa*	Sticky Hop Bush	2.0 x 2.0m	150mm pot		
CAL sie	*Callistemon sieberiana*	River Bottlebrush	3.0 x 2.0m	150mm pot		

Code	Botanic Name	Common Name	Mature Size (h x w) (m)	Installation Size	Density	Quantity 799m2
	Ground Level - Native Planting				6 per m2	4,254
ACA cog	*Acacia cognata 'Mini Cog'*	Dwarf Bower Wattle	1.0m x 1.0m	Tubestock		
AUS cae	*Austrodanthonia caespitosa*	Common Tussock Grass	0.6m x 0.6m	Tubestock		
CAL ot	*Calocephalus citreus*	Lemon Beauty-heads		Tubestock		
COR alb	*Correa alba*	White Correa	1.5 x 1.5m	Tubestock		
DIA nev	*Dianella revoluta*	Black Anther Flax Lily	0.6m x 0.3m	Tubestock		
DIC rep	*Dichondra repens*	Kidney Plant	0.2m x 1.0m	Tubestock		
DRY rin	*Dryandra nana*	Honeypot Dryandra	0.4m x 0.5m	Tubestock		
GOO ova	*Goodenia ovata*	Hop Goodenia	1.0m x 2.0m	Tubestock		
HAR vio	*Hardenbergia violacea*	Creeping Sarsparilla	0.3m x 1.0m	Tubestock		
LOM lon	*Lomandra longifolia*	Spiny Headed Mat-Rush	1.2m x 1.2m	Tubestock		
POA lab	*Poa labillardieri*	Common Tussock Grass	1.0m x 1.0m	Tubestock		

Code	Botanic Name	Common Name	Mature Size (h x w) (m)	Installation Size	Density	Quantity 889m2
	River Embankment - Groundcover Planting				6 per m2	5,315
COR gla	*Correa glabra*	Rock Correa	1.0m x 1.0m	Tubestock		
DIA rev	*Dianella revoluta*	Black Anther Flax Lily	0.6m x 0.3m	Tubestock		
DIC rep	*Dichondra repens*	Kidney Plant	0.6m x 1.0m	Tubestock		
GOO ova	*Goodenia ovata*	Hop Goodenia	1.0m x 2.0m	Tubestock		
HAR vio	*Hardenbergia violacea*	Creeping Sarsparilla	0.3m x 1.0m	Tubestock		
LOM lon	*Lomandra longifolia*	Spiny Headed Mat-Rush	1.2m x 1.5m	Tubestock		
MIC sil	*Microlaena stipoides var. stipoides*	Weeping Grass	1.0m x 0.2m	Tubestock		
POA lab	*Poa labillardieri*	Common Tussock Grass	1.0m x 1.0m	Tubestock		
THE tri	*Themeda triandra*	Kangaroo Grass	1.0m x 1.0m	Tubestock		
WAH com	*Wahlenbergia communis*	Native Bluebell	1.0m x 1.0m	Tubestock		

Attachment 4 - PLN21/0836 - Amended Landscape plans

Landscape Diagrams
Proposed Plant Schedule

Code	Botanic Name	Common Name	Mature Size (h x w) (m)	Installation Size	Density	Quantity 532m2
	Ground Level - Terrace Planting				6 per m2	3,192
LIR mac	*Liriope muscari*	Lilyturf	1.2m x 0.6m	150mm Pot		
CAS gla	*Casuarina glauca 'Cousin It'*	Cousin It	1.0m x 1.0m	150mm pot		
CLI min	*Clivea miniata*	Bush Lily	0.6 x 0.6m	150mm Pot		
DIA rev	*Dianella revoluta*	Black Anther Flax Lily	0.6m x 0.3m	150mm Pot		
HAR vin	*Hardenbergia violacea*	Creeping Sarsparilla	0.2m x 1.0m	Tubestock		
LOM lon	*Lomandra longifolia*	Spiny Headed Mat-Rush	1.2m x 1.5m	Tubestock		
MYO par	*Myoporum parvifolium*	Boobialla	0.1 x 1.0m	150mm Pot		
SEN mad	*Senecio madrensis*	Blue Chalk Sticks	0.3 x 1.0m	150mm Pot		
	Ground Level - Terrace Planting					

Code	Botanic Name	Common Name	Mature Size (h x w) (m)	Installation Size	Density	Quantity 145m2
	Lower Ground - Groundcover Planting				6 per m2	870
ACA cog	*Acacia cognata 'Mini Cog'*	Dwarf Bower Wattle	1.5m x 1.0m	150mm Pot		
APH ros	*Aphanopetalum rosiflorum*	Gum Vine	3.0m x 1.0m	150mm Pot		
CAR tos	*Carpobrotus rossii*	Pig Face	0.6 x 1.0m	150mm Pot		
CLI min	*Clivea miniata*	Bush Lily	0.6 x 0.6m	150mm Pot		
DIA rev	*Dianella revoluta*	Black Anther Flax Lily	0.6m x 0.3m	150mm Pot		
LOM lon	*Lomandra longifolia*	Spiny Headed Mat-Rush	1.2m x 1.5m	150mm Pot		
MYO par	*Myoporum parvifolium*	Creeping Boobialla	0.2m x 2.0m	150mm Pot		
PAR qui	*Parthenocissus quinquefolia*	Virginia Creeper	Climber	150mm Pot		
POA lab	*Poa labillardieri*	Common Tussock Grass	1.0m x 1.0m	150mm Pot		
TRA jas	*Trachelospermum jasminoides*	Star Jasmine	Climber	150mm Pot		

Code	Botanic Name	Common Name	Mature Size (h x w) (m)	Installation Size	Density	Quantity 260m2
	Ground Level - Streetscape Planting				6 per m2	1,236
ACA cog	*Acacia cognata 'Mini Cog'*	Dwarf Bower Wattle	1.0m x 1.0m	150mm Pot		
ANI fla	*Anigozanthos flavidus*	Kangaroo Paw	1.0m x 1.0m	150mm Pot		
CAL red	*Callistemon 'Red Rover'*	Red Rover	0.2m x 1.5m	150mm Pot		
DIA rev	*Dianella revoluta*	Black Anther Flax Lily	0.6m x 0.3m	150mm Pot		
GRE jun	*Grevillea juniperina 'Gold Cluster'*	Juniper-Leaf Grevillea	0.3 x 1.0m	150mm Pot		
LOM lon	*Lomandra longifolia*	Spiny Headed Mat-Rush	1.2m x 1.5m	150mm Pot		
WES fru	*Westringia fruticosa*	Native Rosemary	0.5 x 1.5m	150mm Pot		
	Ground Level - Streetscape Planting					

Code	Botanic Name	Common Name	Mature Size (h x w) (m)	Installation Size	Density	Quantity 274m2
	Level 5 and 6 - Groundcover Planting				6 per m2	1,644
ACA cog	*Acacia cognata 'Mini Cog'*	Dwarf Bower Wattle	1.0m x 1.0m	150mm Pot		
AJU rep	*Ajuga 'Black Scallop'*	Bole Bugle	0.1m x 0.3m	150mm Pot		
BRA mic	*Brachyscome multifida*	Rock Daisy	0.2m x 0.4m	150mm Pot		
CAS gla	*Casuarina glauca 'Cousin It'*	Cousin It	1.0m x 1.0m	150mm pot		
DIA rev	*Dianella revoluta*	Black Anther Flax Lily	0.6m x 0.3m	150mm Pot		
GRE jun	*Grevillea juniperina 'Gold Cluster'*	Juniper-Leaf Grevillea	0.3 x 1.0m	150mm Pot		
HAR vio	*Hardenbergia violacea*	Creeping Sarsparilla	0.2m x 1.0m	150mm Pot		
LEU sef	*Leucadendron laureolum 'Safari Sunset'*	Safari Sunset	1.5m x 1m	150mm Pot		
DIA rev	*Dianella revoluta*	Black Anther Flax Lily	0.6m x 0.3m	150mm Pot		
LOM lon	*Lomandra longifolia*	Spiny Headed Mat Rush	1.2m x 1.5m	Tubestock		
MYO par	*Myoporum parvifolium*	Boobialla	0.1 x 1.0m	150mm Pot		
SCA amu	*Scaevola amuala*	Fan Flower	0.2m x 2.0m	150mm Pot		
SED mat	*Sedum 'Matrona'*	Stonecrop	0.2m x 0.2m	Tubestock		

Attachment 4 - PLN21/0836 - Amended Landscape plans

Landscape Diagrams
Proposed Plant Palette



Attachment 4 - PLN21/0836 - Amended Landscape plans

Landscape Diagrams
Proposed Plant Palette



Attachment 4 - PLN21/0836 - Amended Landscape plans

Landscape Diagrams
Proposed Plant Palette



Attachment 4 - PLN21/0836 - Amended Landscape plans

Landscape Diagrams
Canopy Coverage

The development site is 18,470m² in total area.

Based on the canopy spread identified within the Arborist Report, a total of approx 1,440 m² of canopy coverage is provided by existing trees, which accounts to 7.8% of the total development site area.

A total of 4,473m² area of canopy is provided by proposed trees, 24.22% of the total development site area. Noting this is based on trees anticipated mature spread and excludes canopy overlap to existing trees. For the landscape plans provided within this report, tree canopy spread is shown at 70% of anticipated mature spread, which is as per industry standard for presenting canopy trees.

Overall at maturity, canopy coverage across existing and proposed trees will be 5,913m², equating to 32.01% of the total development site.

Legend

- Existing Tree Canopy Coverage
- Proposed Tree Canopy Coverage (Shown at 70% mature spread)



Canopy Coverage Plan

Attachment 4 - PLN21/0836 - Amended Landscape plans

Landscape Diagrams
Private, Public and Communal Spaces

The proposed development provides a variety of outdoor spaces for both residents and the broader community.

The Central Plaza (including the porte cochere) and River Embankment area (including steps and boardwalk ramp) and Christine Street connection are all publicly accessible for use by the community and to facilitate access between the Main Yarra Trail and River Boulevard / Victoria Gardens Precinct.

The Northern Lawn, Southern Lagoon and Lower Ground Courtyard outdoor spaces are all available for use by residents.

It is noted that the Northern Pocket Park will continue to be publicly accessible.

Private outdoor terraces are provided for the ground level apartments, and are enclosed with raised planters and visually permeable fencing to provide both a sense of privacy and passive surveillance of the streetscape and internal communal spaces.

Legend

- Outdoor Communal Spaces
- Publicly Accessible Open Space
- Private Outdoor Spaces



Private, Public and Communal Spaces Plan - Ground and Lower Ground

Attachment 4 - PLN21/0836 - Amended Landscape plans

Landscape Diagrams
Private, Public and Communal Spaces

In addition to the communal spaces provided on the Ground and Lower Ground Levels, outdoor communal rooftop spaces are provided on Level 5, fronting onto the Yarra River corridor.

Legend

Outdoor Rooftop Communal Spaces



Private, Public and Communal Spaces Plan - Level 5

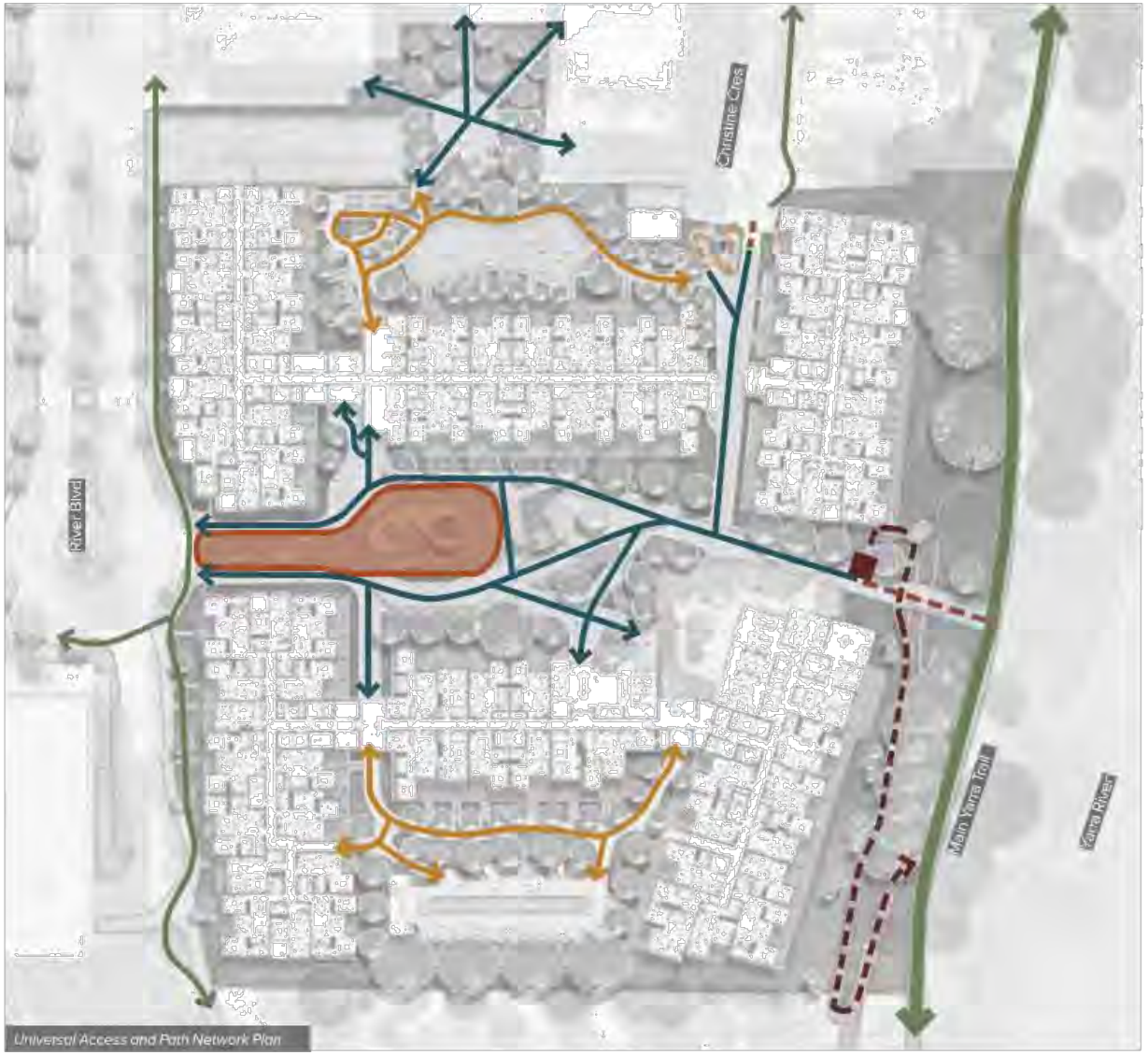
Attachment 4 - PLN21/0836 - Amended Landscape plans

Landscape Diagrams
Universal Access / Path Network

The development proposal seeks to integrate and provide new connections through the existing pedestrian and cycling network.

A new pedestrian and cycling linkage is provided through the central heart of the site, connecting Riverside Boulevard and the broader Victoria Gardens Precinct to the Main Yarra Trail and the Yarra River Corridor. This connection is facilitated by a designated path through the Porte Cochere and Central Plaza, to steps navigating the level transition down the river corridor embankment. Complementing the steps is a 1.8m wide timber DDA compliant timber or FRP (to future detail) boardwalk that integrates into the embankment and provides access for all abilities and dismounted cyclists to the Main Yarra Trail further to the south.

A public DDA compliant ramp and step connection is provided from Christine Crescent to the Central Plaza.



Universal Access and Path Network Plan

Legend

- Main Yarra Trail - Shared Use Path
- Existing Footpaths
- Publicly Accessible Pedestrian Paths
- Publicly Accessible Stairs
- Publicly Accessible 1.8m wide DDA Compliant Ramp (Pedestrians and Dismounted Cyclist Use)
- Internal Private Pedestrian Paths
- Shared Zone (Pedestrians and Vehicles)

Attachment 4 - PLN21/0836 - Amended Landscape plans

Landscape Diagrams
Fencing

A variety of fencing treatments are proposed to provide security across the development.

Perimeter fencing is located to the northern and southern interfaces, enclosing the outdoor communal spaces and demarcating the title boundary. The proposed fencing is to be a 1.8m high powdercoat palisade fence, providing a visually permeable treatment to integrate into the overall planting scheme.

Along the prominent Riverside Boulevard interface, private terraces are to be enclosed with a fence treatment that comprises of a 0.6m high concrete plinth, with a visually permeable 1.2m high angled steel fin fencing on top, bringing the total fence height to 1.8m. The design intent of the fence is to provide clear definition to the private terraces, while providing visual connectivity between these spaces and the streetscape. The steel fin fencing will match the balustrade detailing of the building to provide a cohesive outcome.

A glass balustrade is provided to the full external extent of the Southern Lagoon Pool for safety and to visually integrate with the integrate into the proposed vegetation.

Legend

- Perimeter fencing - 1.8m high black powdercoat palisade fencing
- Perimeter fencing - 1.8m high palisade secure gate
- Private Terraces to Riverside Blvd - 0.6m high concrete plinth with 1.2m high powdercoat steel fin fencing to match architects detail (1.8m overall height)
- Private Terraces to Riverside Blvd - 1.8m high powdercoat steel fin secure gate
- Southern Lagoon - 1.2m high glass balustrade pool fencing
- Southern Lagoon - 1.2m high pool fencing secure gate



Attachment 4 - PLN21/0836 - Amended Landscape plans

Landscape Diagrams
Wayfinding

Wayfinding signage is proposed for the Riverside Richmond Development to encourage public use of the Riverside Plaza and encourage connectivity from River Boulevard/commercial precincts through to the Yarra River.

The signage shall assist people, cyclists, drivers and public transport users to travel safely and confidently through unfamiliar areas; encourage them to explore the places they are visiting; and creates a sense of place that can foster community activity.

A consistent, reliable and integrated wayfinding system is proposed composing of Destination and Directional signage. The proposed locations are noted on the Wayfinding Landscape Diagram with consideration of paths of travel and key decision points ensuring users can navigate throughout the development and through to the Yarra River.

A Signage and Wayfinding Consultant will be engaged in future design stages to develop a Signage Strategy and Suite based on the principles above an in accordance with relevant standards.

Legend

- Destination Sign: to indicate arrival and can include maps or diagrams.
- Directional Sign: to point the observer to one or more destinations



Wayfinding Plan

Attachment 4 - PLN21/0836 - Amended Landscape plans

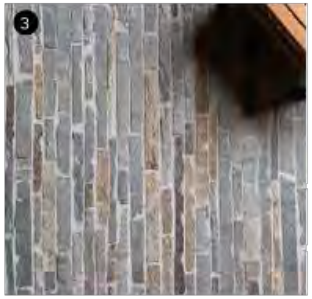
Landscape Diagrams
Materials Palette

	Type	Description	Location
01	Unit Pavers - Plaza	Brown Engineered Granite, Shotblast finish	Ground, Lower Ground
02	Unit Pavers - Shared Space	Dark Brown Engineered Granite, Vehicular grade Shotblast Finish	Ground
03	Feature paving - River Line	Filetti brown natural stone	Ground Floor
04	Raised and Level Deck	Weathered Australian Timber Decking	Ground, Lower Ground
05	Loose Pavement Steppers in crushed rock	Natural Australian Bluestone raw edge cut stone set in crushed lilydale toppings	Ground
06	Large format unit paver	Engineered Travertine in P5 finish	Ground, Level 5, Level 6
07	Unit Paver	Granite unit paver exfoliated finish	All (Private terraces)
Walls and Edges			
08	Planter wall	In situ Concrete Wall with cut brick facia	All Levels
09	Retaining wall	Concrete block Wall with stone facing	Ground (embankment)
10	Palisade Fencing	Steel blade fence powdercoated black	Ground to southern boundary
Softscape			
11	Garden Bed	Organic Mulch	All Levels
12	Turf Lawn	Refer to Plant Schedule	Ground
Furniture			
13	Flexible Furniture	Varies	All Levels
14	Integrated Lounges	Timber Cladding, Base varies	All Levels
15	Bench Seating	Timber Cladding, Base varies	All Levels
Miscellaneous			
16	Shade Shelter	Coloured Powder Coat Steel Frame with Slats	Ground



























Attachment 4 - PLN21/0836 - Amended Landscape plans

Landscape Diagrams
Landscape Maintenance

The Landscape Maintenance Plan provide below is typical and states the general expected maintenance tasks required to ensure the ongoing success of the landscape outcome.

Landscape maintenance program

Maintenance shall mean the care and maintenance of the landscape works by accepted horticultural practice as rectifying any defects that become apparent in the landscape works under normal use. this shall include, but shall not be limited to, watering, mowing, fertilising, reseeding, returfing, weeding, pest and disease control, staking and tying, replanting, cultivation, pruning, aerating, renovating, top dressing, maintaining the site in a neat and tidy condition as follows.

General
The landscape contractor shall maintain the landscape works for the term of the maintenance (or plant establishment) period to the satisfaction of the council. the landscape contractor shall attend to the site on a weekly basis. the maintenance period shall commence at practical completion and continue for a period of twenty six (26) weeks.

Watering
Grass, trees and garden areas shall be watered regularly so as to ensure continuous healthy growth.

Rubbish removal
During the term of the maintenance period the landscape contractor shall remove rubbish that may occur and reoccur throughout the maintenance period. This work shall be carried out regularly so that at weekly intervals the area may be observed in a completely clean and tidy condition.

Replacements
The landscape contractor shall replace all plants that are missing, unhealthy or dead at the landscape contractor's cost. replacements shall be of the same size, quality and species as the plant that has failed unless otherwise directed by the landscape architect. replacements shall be made on a continuing basis not exceeding two (2) weeks after the plant has died or is seen to be missing.

Stakes and ties
The landscape contractor shall replace or adjust plant stakes, and tree guards as necessary or as directed by the landscape architect. Remove stakes and ties at the end of the maintenance period if so directed.

Pruning
Trees and shrubs shall be pruned as directed by the landscape architect. Pruning will be directed at the maintenance of the dense foliage or miscellaneous pruning and beneficial to the condition of the plants. Any damaged growth shall be pruned. All pruned material shall be removed from the site.

Mulched surfaces
All mulched surfaces shall be maintained in a clean and tidy condition and be reinstated if necessary to ensure that a depth of 75mm is maintained. Ensure mulch is kept clear of plant stems at all times.

Pest and diseased control
The landscape contractor shall spray against insect and fungus infestation with all spraying to be carried out in accordance with the manufacturer's directions. Report all instances of pests and diseases (immediately that they are detected) to the landscape architect.

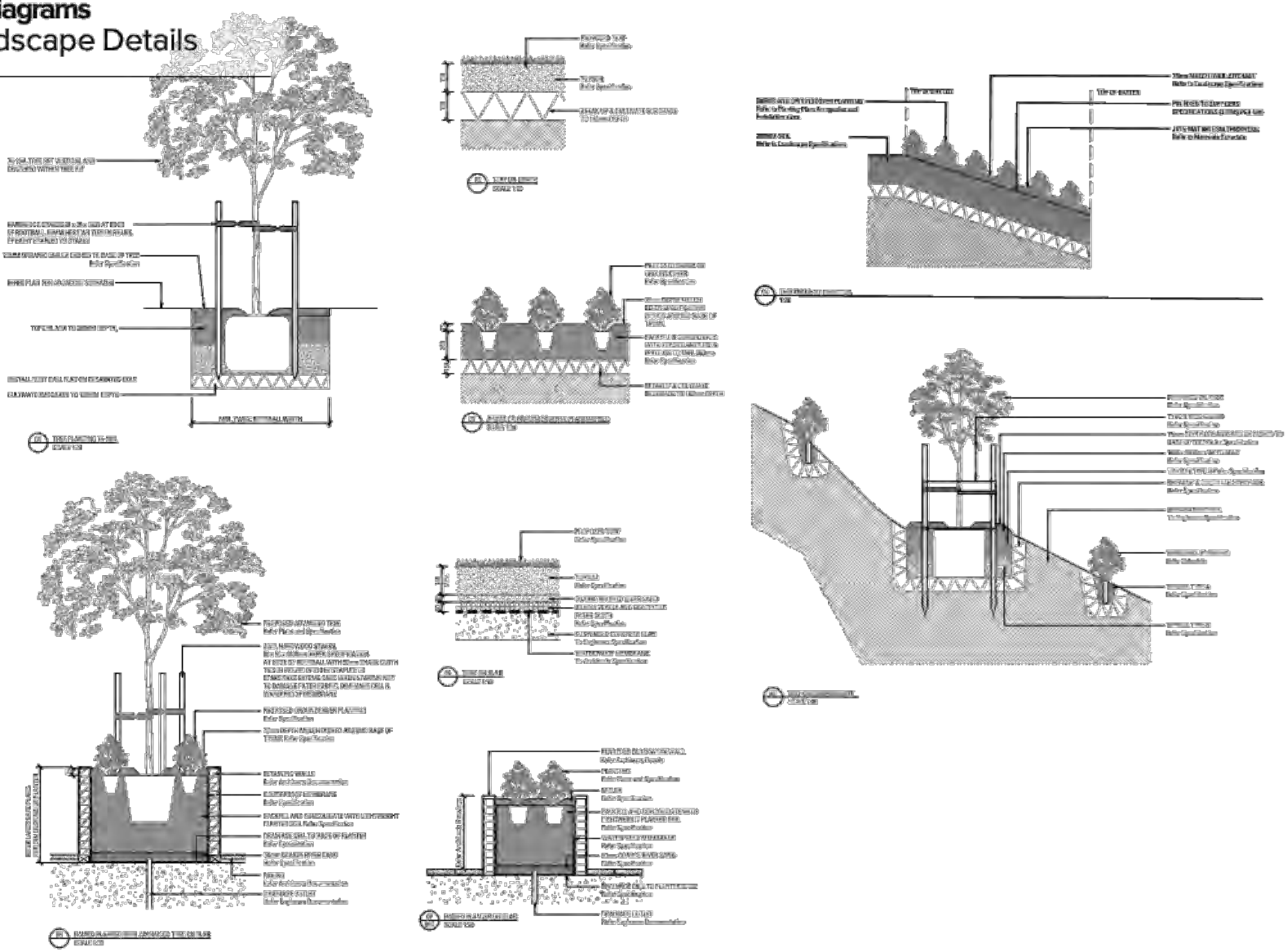
Grass and turf areas
The landscape contractor shall maintain all grass and turf areas by watering, weeding, dressing, rolling, mowing, trimming or other operations as necessary. Seed and turf species shall be the same as the original specified mixture. Grass and turf areas shall be sprayed with approved selective herbicide against broad leafed weeds as required by the landscape architect and in accordance with the manufacturer's directions. grass and turf areas shall be fertilised once a year in autumn with "dynamic lifter" for lawns at a rate of 20kg per 100m2. fertiliser shall be watered in immediately after application. Irregularities in the grass and turf shall be watered in immediately after application. Grass and turf areas shall be kept mown to maintain a healthy and vigorous sward, mowing height: 30-50mm.

Weed eradication
Eradicate weeds by environmentally acceptable methods using a non-residual glyphosate herbicide (eg. 'roundup') in any of its registered formulae, at the recommended maximum rate. Regularly remove by hand, weed growth that may occur or recur throughout grassed, planted and mulched areas. Remove weed growth from an area 750mm diameter around the base of trees in grassed areas. Continue eradication throughout the course of the works and during the maintenance period.

Soil subsidence
Any soil subsidence or erosion which may occur after the soil filling and preparation operations shall be made good by the landscape contractor at no cost to the client.

Attachment 4 - PLN21/0836 - Amended Landscape plans

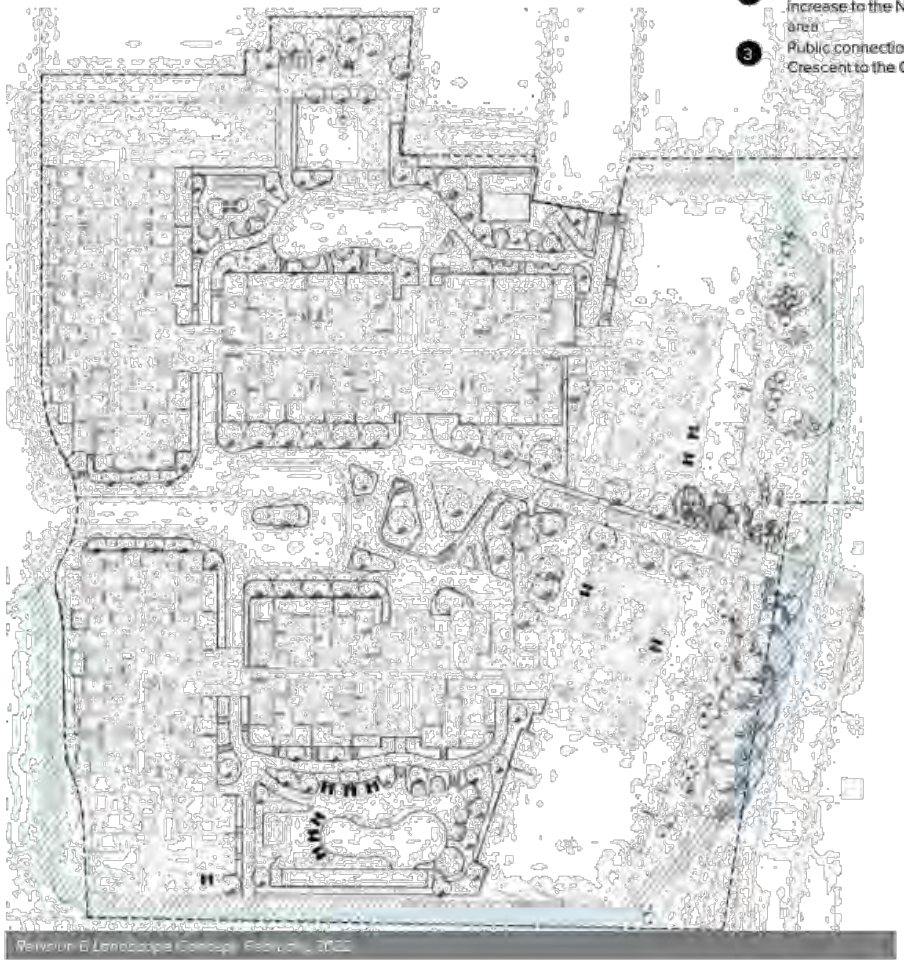
Landscape Diagrams
Typical Landscape Details



Attachment 4 - PLN21/0836 - Amended Landscape plans

Landscape Diagrams
Landscape Concept Comparison

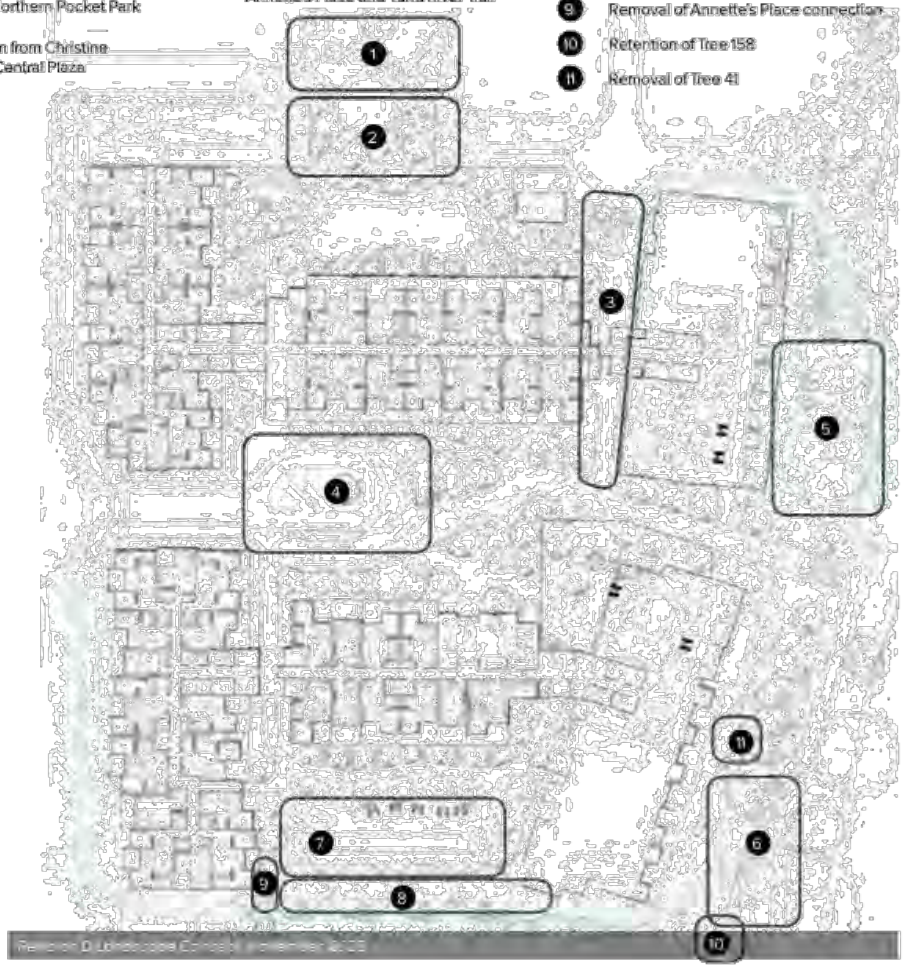
The landscape architectural concept has undergone a number of amendments following the Council RFI process and architectural changes. The previous landscape concept, Revision B dated 22 February 2022 is provided for comparison to the current concept.



Revision B Landscape Concept February 2022

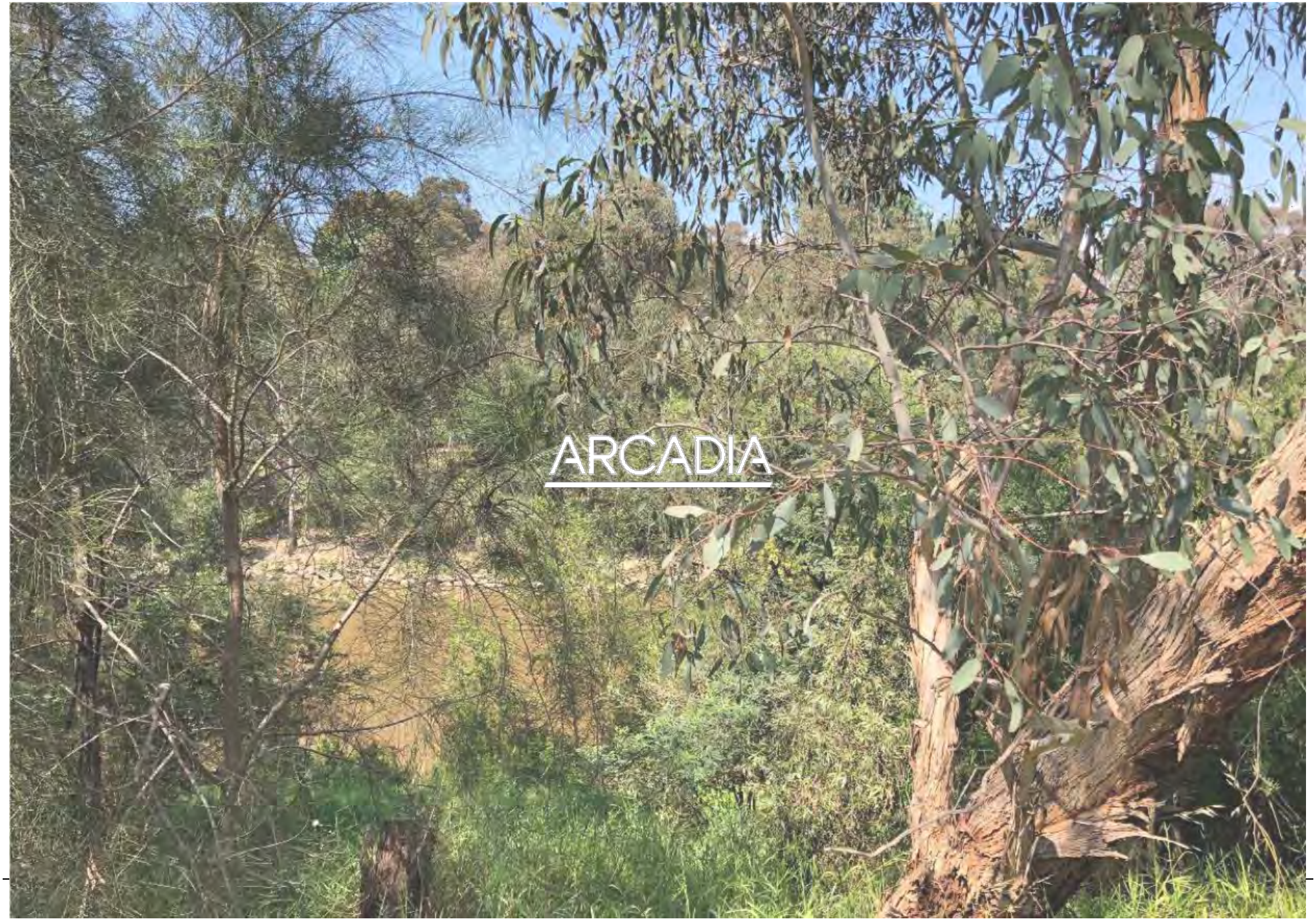
Legend

1. Retention of existing hardscape within Northern Pocket Park. Removal of 9no. trees (30A, 30B, 6no. 30 and 32) and replacement with new tree species.
2. Removal of basketball court and increase to the Northern Pocket Park area
3. Public connection from Christine Crescent to the Central Plaza
4. Reduced area of the porte cochere
5. Retention of Tree 161, 163 and 164.
6. DDA path connection between Annette's Place and Yarra River Trail
7. Mixed use pavilion and concourse area
8. Basement car park set back providing deep soil for canopy tree planting and screening shrubs
9. Removal of Annette's Place connection
10. Retention of Tree 158
11. Removal of Tree 41



Revision D Landscape Concept September 2022

Attachment 4 - PLN21/0836 - Amended Landscape plans



Attachment 5 - PLN21/0836 - Sketch plans (Level 02 plan and southern elevation)



Attachment 5 - PLN21/0836 - Sketch plans (Level 02 plan and southern elevation)



KEY PLAN:

FACADE LEGEND:

PF-01	Paint Finish
PC-01	Precast Concrete Panel (Light Finish)
RC-01	Masonry Paint Finish (Warm Colour)
RC-02	Masonry Paint Finish (Light Colour)
RC-03	Masonry Paint Finish (Ribbed Light Colour)
GL-01	Clear Glazing
LV-01	Paint System Steel Metal Louvre
TB-01	Pre-Coat Pressed Steel Look Form Liner
TC-01	Aluminium Cladding (Warm Tan Colour)
TPC-01	Textured Masonry Cladding
BAL-01	Dark Metal Balustrade
BAL-02	Textured Masonry (To Match TPC-01)
BAL-03	Clear Glass with Dark Metal Frame
BAL-04	Concrete Side / Clear Glass Front
BAL-05	Textured Masonry Cladding At Bottom With Clear Glazing on top

1. Living / Dining layout reconfigured
2. Privacy screen added
3. Hole added for maintenance access only door
4. Juliette balconies added on southern facade

RSR
Riverside Boulevard

External Elevations
Elevations North – South

TOWN PLANNING

TP09.01 A

BATESSMART

Attachment 6 - PLN21/0836 - Referral comments on Original Plans (consolidated)

Department of Transport

GPO Box 2392
Melbourne, VIC 3001 Australia
Telephone: +61 3 9651 9999
www.transport.vic.gov.au
DX 201292

Ref: 39630/22

Daniel Herrmann
Statutory Planning Unit
City of Yarra
PO Box 168
Richmond, VIC 3121

planningadmin@yarracity.vic.gov.au

Dear Mr Hermann

YARRA PLANNING SCHEME
REF: RFIL0000490 DEVELOPMENT PLAN
25-35 RIVER BOULEVARD & 15 CHRISTINE CRESCENT, RICHMOND

Thank you for your email dated 12th April 2022 referring the above development plan to the Head, Transport for Victoria for review.

As you are aware the overarching transport masterplan for Victoria Gardens is the *Unlocking Victoria Gardens* (transport paper) prepared by GTA Consultants in 2016 which we have used to inform our review of this development plan.

Based on the interventions within the transport paper we respectfully submit the following comments for your due consideration:

Intervention one:

Reduce traffic generation

The development plan proposes a reduction in on site carparking from 548 spaces to 205.

The Transport Impact Assessment prepared by Stantec identifies a strong reliance on alternative modes of access to the site to support the reduced car parking proposed.

Given the location of the site to the Principal Public Transport Network, Strategic Cycling Corridors, pedestrian networks and broader Victorian Planning Policy the reduction in parking should be supported as submitted.

Intervention three:

Active travel interventions

The development plan proposes to increase cycle parking from 218 up to 536 and included a bike maintenance facility for residents use in the Green Travel Plan initiatives which is supported.

VICTORIA State Government

The bike lanes at the intersection of Victoria Street & River Boulevard should be reviewed and include bicycle head starts and "emerald green" bike lane treatments where reasonable.

The bike lane along River Boulevard (east side) should also be reviewed between Elain Court and Victoria Street. The bike lane ends in traffic lane and should be directed to a wider off road shared path to Elain Court and linked back to the on-road bike lane south of Elain Court. Emerald green cycle treatments should also be provided along the frontage of the site on Riverside Boulevard.

Intervention five:

Precinct accessibility

It is unclear if Council wish to pursue the River Road / River Boulevard connection as proposed by the transport paper and the development plan does not discuss this option.

Other Matters:

The Green Travel Plan proposed within the Transport Impact Assessment is supported and will require permit conditions at the appropriate time.

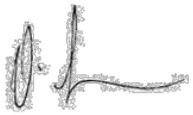
It is also considered reasonable that the development review Disability Discrimination Access (DDA) complaint footpaths and access to the tram stop on Bridge Road. It is unclear if the pedestrian route along River Boulevard has full tactile and DDA compliance and should be reviewed / improved as part of this development.

A wayfinding strategy and signage to desire lines and key destinations might also be of benefit for Council to consider as part of the development plan outcomes.

Thank you for the opportunity to comment.

Should you require any further clarification, please feel free to contact James Noy on email james.noy@transport.vic.gov.au.

Yours sincerely



DWAYNE SINGLETON
Team Leader Statutory Planning
Inner Metropolitan Melbourne
18/05/2022

Attachment 6 - PLN21/0836 - Referral comments on Original Plans (consolidated)

10 August 2022

Daniel Herrmann
Statutory Planning Branch
Yarra City Council
PO Box 168
Richmond VIC 3121

Dear Daniel Herrmann,

Proposal: Planning permit for development - Development plan approval
Site location: 25-35 River Boulevard & 15 Christine Crescent, Richmond VIC 3121

Melbourne Water reference: MWA-1249289
Council reference: PLN21/0836
Date referred: 22/04/2022

Our Decision

Melbourne Water, pursuant to Section 56(1) of the Planning and Environment Act 1987, does not object to the proposal, subject to the following conditions:

1. Prior to the endorsement of plans, amended plans must be submitted to Council and Melbourne Water addressing Melbourne Water's conditions. Plans must be submitted with surface and floor levels to Australian Height Datum (AHD) and must be modified to show:

    a) The top of the eastern wall/bunding of the Lower Ground Courtyard set no lower than 11.15 metres to AHD.

2. The Building 03 & Building 06 must be constructed with finished floor levels set no lower than 600mm above the applicable graded flood level, which ranges from 10.60 metres to Australian Height Datum (AHD) at the northern property boundary down to 10.40 metres to AHD at the southern property boundary.

3. Any openings into the basement from Building 03 and Building 06 (including doors, windows, vents etc.) must be set no lower than 600mm above the applicable graded flood level.

4. Any entrances and openings to the Lower Ground Courtyard must be set no lower than 600mm above the applicable graded flood level of 10.55 metres to AHD.

5. Prior to the issue of an Occupancy Permit, a certified survey plan, showing ground floor finished floor levels of Building 03 & Building 06 (as constructed) reduced to the AHD, must be submitted to Melbourne Water to demonstrate that the floor levels have been constructed in accordance with Melbourne Water's requirements.

Melbourne Water ABN 81 945 386 953
990 La Trobe Street Docklands VIC 3008
PO Box 4342 Melbourne VIC 3001 Australia
T 131 722 F +61 3 9679 7099
melbournewater.com.au

6. The open space within the flood extent of the Yarra River must be maintained at natural surface level or as otherwise approved by Melbourne Water to allow for the passage of floodwaters.

7. Any new fencing within the flood extent of the Yarra River must be open style (minimum 50% open) or as otherwise approved by Melbourne Water to allow for the passage of floodwaters.

8. Prior to the commencement of works, a separate application direct to Melbourne Water must be made for approval of the proposed jetty in accordance with Melbourne Water's Jetty Guidelines.

Advice

To access more information regarding other services or online applications that Melbourne Water offers please visit our website.

For general development inquiries contact our Customer Service Centre on 131 722.

Regards,



Jessica Hellier
Development Planning Services

Attachment 6 - PLN21/0836 - Referral comments on Original Plans (consolidated)

Department of Environment, Land, Water & Planning

Port Phillip Region
PO Box 137
Heidelberg Victoria 3084
DX211902
Telephone: 136 186
ppr.planning@delwp.vic.gov.au

Your Ref: PLN21/0836
Our Ref: SP480663

21 June 2022

Coordinator - Statutory Planning Branch
City of Yarra

info@yarracity.vic.gov.au

Dear Sir/Madam

Yarra Planning Scheme - Planning Permit Application: PLN21/0836
Address: 25-35 River Boulevard & 15 Christine Crescent Richmond
Proposal: Development plan approval pursuant to Schedule 1 (Victoria gardens Comprehensive development)

Thank you for your planning permit notice, referring a copy of the above-mentioned planning permit application to the Port Phillip Region of the Department of Environment, Land, Water and Planning (DELWP) and our agency partner Parks Victoria (PV).

Background – Section 52 Notice
The application was referred under section 52 of the *Planning and Environment Act 1987*. The Yarra Planning scheme under Subsection 15 of the Comprehensive Development zone (CDZ-1) says that the responsible authority must consider the views (if any) of Melbourne Water and Parks Victoria when deciding if a Development Plan is satisfactory.

PV is the public land manager of Parcel - 2311\PP2796 (immediately south of the development site) and numerous other parcels along the river corridor , including land to the north of Victoria Street. PV is also the Waterway Manager of the Yarra River and has an approval function under the Water Industry Act.

Parks Victoria have reviewed the advertised documentation and makes the following comments for consideration;

- A small portion of a proposed ramp linking to the Main Yarra Trail appears to be located within PV managed land (parcel 2311\PP2796). No engagement for the use of this component has occurred with PV to date and Public Land Manager (PLM) consent has not been provided for any works within this parcel.
- We note that there is a jetty is proposed and no detailed plans have been provided.
- Prior to the commencement of works for the construction of the jetty, a Works Permit must be sought and obtained from Parks Victoria & prior to the completion of the construction of the jetty, the applicant must apply for and enter into a Licence Agreement with Parks.

Privacy Statement
Any personal information about you or a third party in your correspondence will be protected under the provisions of the Privacy and Data Protection Act 2000. It will only be used or disclosed to appropriate Ministerial, Statutory Authority, or departmental staff in regard to the purpose for which it was provided, unless required or authorised by law. Enquiries about access to information about you held by the Department should be directed to the Privacy Coordinator, Department of Environment, Land, Water and Planning, PO Box 500, East Melbourne, Victoria 8002

VICTORIA State Government

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At this stage PV does not have enough detail to consider the appropriateness of this element. It is also note that there is no discussion about future management arrangements of public spaces in the town planning submission.

It has been identified by PV's that Parcel - 5\PS415801 (15 Christine Crescent Richmond) is one of the Yarra Riparian parcels currently under an ex-MMBW 99-year leasehold from 1989 which was created to implement Bicentennial funding for the Capital City Trail. DELWP is the successor to MMBW now known as MPW, so the department would be responsible for the lease. They can be contacted at property.portphillip@delwp.vic.gov.au

Given the above, it is suggested that Port Phillip Region of DELWP, Parks Victoria and Council have a discussion regarding this specific Development Plan application, This meeting would assist Parks Victoria & DELWP decide if / how we want to respond in relation to the jetty (PV) and question future management arrangements for the river frontage land/ trail broader fragmented management issues that may exist

For any queries regarding this matter, please contact Ms Lauren, Planning Officer (Land Use and Statutory) Parks Victoria at lauren.gilbert@parks.vic.gov.au or the undersigned at ppr.planning@delwp.vic.gov.au

Yours sincerely



Emile Kyriacou
Planning Approvals Program Officer (Senior Statutory Planner)
Port Phillip Region

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Attachment 6 - PLN21/0836 - Referral comments on Original Plans (consolidated)

Vipac Engineers and Scientists Ltd
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City of Yarra

19 May 2022

Ref: 30N-22-0141-GCO-34683-0

333 Bridge Road, Richmond, VIC 3121

Dear Daniel Herrmann,

25-35 River Boulevard & 15 Christine Crescent, Richmond

This peer review of MEL Consultants "Environmental Wind Speed Measurements on a Wind Tunnel Model of the Riverside Richmond Development" (Report: 25-22-WT-ENV-00) is based on Vipac's experience as a wind engineering consultancy. No wind tunnel studies have been undertaken to support this review.

Vipac has reviewed the wind tunnel test report and have the following comments:

i. The wind tunnel test was carried out in March 2022 and the model was based on the design drawings dated 18th February 2022.

ii. Vipac has no issues with the methodology, wind sampling technique and environmental wind criteria.

iii. A total of 54 locations were tested, 16 locations of which were tested on the terraces. Vipac has no issues with the spread along David Street, Riverside Street, River Boulevard Street, Elaine Court, Christine Crescent and the garden on the west. The findings from the report can be summarised as follows:
   a) All pedestrian pathways in the public realm measured wind speeds within at least the walking comfort criterion with proposed conditions. Vipac has no issues with this.

   b) Entrances into the proposed developments measured wind speeds within the recommended standing comfort criterion. Vipac has no issues with this.

   c) All tested locations at the recreational areas within the proposed development, except T5, measured wind speeds within the recommended standing / sitting comfort criterion. Vipac has no issues with this and the mitigation strategy used to resolve the issues at locations T5.
      i. Vipac notes that the wind speeds at the two rooftop amenity areas on level 5 (refer Figure 1 in Attachment) have not been measured. In Vipac's opinion, the wind environment at elevated, large amenity areas are often exposed and subject to high environmental winds. As such, careful consideration of the wind environment to ensure their year-round activation is recommended. MEL Consultants should provide supplementary wind advice to the client to ensure the amenity area is fit for purpose.

   d) All tested locations on the balconies between Levels 3-6, except T8, measured wind speeds within the recommended standing comfort criterion. All locations measured wind speeds within at least the standing comfort criterion. Vipac has no issues with this and the mitigation strategy used to resolve the issues at locations T8.

   e) The safety criterion is satisfied in all locations with proposed conditions. Vipac has no issues with this.

Attachment 6 - PLN21/0836 - Referral comments on Original Plans (consolidated)

In conclusion, the MEL Consultants "Environmental Wind Speed Measurements on a Wind Tunnel Model of the Riverside Richmond Development" (Report: 25-22-WT-ENV-00) report uses the proper analysis and methodology to measure the wind effects on the pedestrian level surrounding the proposed development. However, MEL Consultants should provide clarification on why the outdoor amenity areas were not tested or complete an assessment for these areas.

Yours sincerely,

Vipac Engineers & Scientists Ltd





Rumman Islam
Consulting Engineer

Eric Yuen
Wind Team leader

Attachments

Name

- Architectural Plans (3)
- Elevations Showing Maximum Building Heights
- Landscape Package
- PLN210836 - 25 - 35 River Boul_nd - RFI - Architectural Plans
- PLN210836 - 25-35 River Boulev_d - MEL Wind Assessment Report
- Referral No. eRCRFeeReq 17225247
- Wind Assessment Report (1)



Figure 1: Level 5 plan of the development.

7 June 2022

640.10090.07480-L01-v1.0 25-35 River Blvd acoustic review.docx

City of Yarra
PO Box 168
Richmond VIC 3121

Attention: Daniel Herrmann

Dear Daniel

25-35 River Boulevard, Richmond
Development Application- Review of Acoustic Report
PLN 21/0836

SLR Consulting Pty Ltd (SLR) has been retained by the City of Yarra to provide a review of the acoustic assessment report for the planning application at 25-35 River Boulevard, Richmond.

Details of the report are as follows:

- Title: 25-35 River Boulevard, Richmond – Acoustic Assessment
- Date: 08/02/2022 (Revision 0)
- Prepared for: Salta Properties
- Prepared by: Acoustic Logic

The report has been prepared as part of the planning application to construct a residential development which also includes two food & drink tenancies.

1 Background Information

Summary of the Acoustic Report (Sections 1-3)

The proposed development, site location and nearby existing noise sources are identified in these sections of the report. The application is for the construction 6 buildings of between five-storeys and seven-storey which include the following:

- Basement: A single combined carpark with an enclosed plantroom, a loading zone and several gym areas
- Ground floor: Residential apartments, a foyer/café in Buildings 2 and 5, a food & beverage tenancy ('F&B cafe') in Building 6, and several resident lounges and meeting rooms in Building 6
- Levels 1-7: Residential apartments
- Roof: Resident outdoor amenity areas and mechanical plant
- A separate substation building at the north of the site (located approx. 12 metres from the existing apartments at 6 Christine Crescent)

SLR Consulting Australia Pty Ltd Level 11, 176 Wellington Parade East Melbourne VIC 3002 Australia
T: +61 3 9249 9400 E: melbourne@slrconsulting.com
www.slrconsulting.com ABN 29 001 584 612

The report has been prepared in response to item 21 of the RFI from the City of Yarra dated 2 December 2021, which states:

> *An Acoustic Assessment Report prepared by a suitably qualified professional detailing acoustic attenuation design features and measures, and other design features to mitigate the potential noise, fumes and air emissions, light spillage and other operational matters from surrounding noise generating uses (i.e. road noise, commercial operation of broader Victoria Gardens areas, etc.) and in respect of any proposed plant equipment. The report should demonstrate that the residents will enjoy a reasonable level of acoustic amenity within the development. It is noted that the Clause 58.04-3 assessment on page 111 of the Urban Context Report states to 'refer to acoustic report' when assessing internal noise impacts on dwellings. No acoustic report has been provided at this stage.*

The nearby noise sources are described as follows:

- Large volumes of motor traffic and tram traffic travel along Victoria Street.
- Low volumes of traffic run along River Boulevard to access the Victoria Gardens shopping centre.
- Noise from Victoria Street dominates the current acoustic environment.
- Delivery activity at the loading dock for the Victoria Gardens shopping centre also dominates the current acoustic environment.

SLR comments

The council RFI, site location, proposed development and nearby noise sources have been identified.

2 Background Noise Levels

Summary of the Acoustic Report (Section 5.1.4)

Unattended background noise monitoring was conducted for five days beginning on Wednesday 5th of October 2011. The monitoring location (labelled as "location 5" in the report) was towards eastern boundary of the site near the Yarra River.

The background noise levels used for the assessment (shown in Table 6 of the report) are:

- 48 dBA L_{90} during the day period
- 43 dBA L_{90} during the evening period
- 39 dBA L_{90} during the night period

SLR Comments

The background noise measurement data is now over 10 years old and may no longer be appropriate. Ideally, photos of the measurement location and graphs of the hourly noise levels should be presented.

3 EPA Publication 1826 Part I Limits

Summary of the Acoustic Report (Section 6.3.3)

EPA Publication 1826 Part I noise limits for the nearest noise sensitive receiver have been calculated based on the measured background noise levels and the planning zones. The calculated noise limits are:

- 56 dBA L_{eq} during the day period
- 49 dBA L_{eq} during the evening period
- 44 dBA L_{eq} during the night period

SLR Comments

The presented noise limits are similar to our calculations, however this is based on the background noise level data presented (see our previous comment).

4 Noise Break-in from Existing Sources

4.1 Mechanical Plant and Loading Dock- Source Levels

Summary of the Acoustic Report (Section 6.4.1)

Source levels of the existing rooftop plant at Victoria Gardens and the BAE building at 40 River Boulevard were determined using attended measurements conducted in 2016 (section 5.2 of the report) and the applicant's developer has stated in February 2022 that there have been no changes to the rooftop plant. The source levels used for the assessment are as follows:

Table 7 – Plant Equipment Measured Noise Levels

Location	Measured Noise Level dB(A) L_{eq}	Comment
1 – 1.5m from cooling tower plant room	56	2 out of 3 cooling towers are operating
2 – within the cooling tower plant room	87	2 out of 3 cooling towers are operating
3 – 1m from PAC unit	79	Pac unit operating
4 – 1m from PAC unit	69	Pac unit operating
5 – 1m from PAC unit	80	Pac unit operating
6 – 1m from PAC unit	71	Pac unit operating
7 – 3m from chiller	70	Chiller operating
8 – 3m from PAC unit	65	Pac unit operating
9 – 1.5m from plant room	65	Plant operating

Source levels of the Victoria Gardens loading dock were determined using attended measurements conducted in 2016 (section 5.3 of the report). The measured noise levels of truck movements within the dock were within the range of 60-67 dBA $L_{eq,15min}$.

SLR Comments

The statement about nearby rooftop plant being unchanged since 2016 should be confirmed by the tenants/owners of the buildings in question, or by photographic evidence.

4.2 Mechanical Plant and Loading Dock- Assessment

Summary of the Acoustic Report (Section 6.4.1)

Noise from the existing rooftop plant and loading dock is predicted to exceed the EPA Publication 1826 noise limits at the facade of the proposed apartments by up to 7 dB during the night period. Facade treatments have been designed based on the following noise criteria:

- Bedrooms: 30 dBA $L_{eq,1h}$ from 10 pm to 7 am, and 35 dBA $L_{eq,1h}$ from 7 am to 10 pm
- Living rooms: 35 dBA $L_{eq,15h}$ (7 am to 10 pm).

SLR Comments

The design targets should be as per Table 6 of EPA Publication 1826.4.

4.3 Traffic noise

Summary of the Acoustic Report (Sections 5.1 and 6.2)

The following indoor criteria have been used for traffic noise:

- Bedrooms: 35 dBA $L_{eq,1h}$ from 10 pm to 7 am, and 40 dBA $L_{eq,1h}$ from 7 am to 10 pm
- Living rooms: 40 dBA $L_{eq,15h}$ (7 am to 10 pm)

Attended or unattended traffic noise measurements were conducted at 5 locations near the site in December 2016. Additionally, attended measurements were conducted near the northwest corner of the site (location 6) from 8:15 to 8:45 am on Tuesday 8th February.

SLR Comments

The proposed internal criteria meet the minimum requirements of the City of Yarra Guideline.

The source levels (in spectrum format) used for the assessment should be presented. If the source levels are based on unattended monitoring, graphs of the monitoring data should be provided. Ideally, photos of the measurement/monitoring locations should also be provided.

As an aside, we note that the final paragraph of Section 6.1 states that the Clause 58.04 (previously known as "BADS") noise limits apply only to industrial noise in this situation. However, we believe that for an apartment development within a "noise influence area", the noise limits apply to noise from all sources. This difference does not have any effect on the current assessment.

4.4 Proposed mitigation and Internal Noise Levels

Summary of the Acoustic Report (Section 7.1)

Glazing with construction of 6 mm or 6/12/6 mm (Rw/STC 29) is recommended for all facades. It is recommended that concrete or masonry external walls do not require upgrades, however for lightweight external walls a construction including 9 mm FC sheeting, 92 mm stud with glasswool insulation and 13 mm plasterboard sheeting is recommended.

SLR Comments

Predicted internal noise levels for the worst-case apartment should be presented.

5 Proposed mechanical plant and substation

Summary of the Acoustic Report (Section 8)

The report states that the plant and equipment designs have not yet been finalised and that a review should be conducted during the detail design stage of the project.

SLR Comments

The review of the mechanical plant should be conducted by a suitably qualified acoustic consultant. A review of noise from the proposed substation should also be included in this review.

6 Proposed food and drink tenancy

Summary of the Acoustic Report (Section 9)

The report includes the following recommendations for the 'F&B cafe' tenancy proposed for Building 6:

- music shall be limited to background music played within the premises
- mechanical plant and equipment shall comply with EPA Publication 1826
- external glass movements shall only occur from 7 am to 10 pm
- garbage collection should be generally limited to the hours of 7 am to 10 pm
- prior to the installation of any external plant (or plant that is externally ducted), acoustic advice must be sought from an appropriately qualified person

SLR Comments

The proposed operating hours for the food & drink tenancy is not stated. If the opening hours could include the period of 10 pm to 7 am, an assessment of patron noise should be conducted.

If music above background levels is proposed, an assessment of music noise should be conducted.

7 Proposed gym and residents' communal areas

Summary of the Acoustic Report (Section 10)

Several areas of gym and yoga/multi-function rooms are proposed for the basement level, directly below the southern apartments in Building 3. The report recommendations include vibration isolation treatment for the floor of the weights, weights machines and running equipment be determined at the detail design stage by a suitably qualified acoustic consultant.

Several indoor communal areas (lounges, resident facilities and amenities) are proposed for the ground floor. The acoustic report recommends that music in these rooms should be limited to background music and the speakers should be isolated with an equivalent to the Embelton NRD product. The indoor communal areas should be managed by the Body Corporate to maintain amenity for the adjoining residences.

An outdoor 'lagoon community space' is proposed at ground level towards the south of the site [*approximately 50 metres from the existing 2-storey townhouses at 5-11 River Street*]. Rooftop 'amenity areas' on Buildings 3, 4 and 6 are also proposed. The report recommends that pumps and mechanical plant for the pool/lagoon be vibration isolated and designed to meet the EPA Publication 1826 noise limits.

For all of the aforementioned spaces, the report recommends that the Body Corporate manage the spaces to maintain amenity for the adjoining residents.

SLR Comments

In our experience, there is a high risk of disturbance when gyms are located close to dwellings in the same building, and these impacts are not fully addressed by EPA Publication 1826. However, in this case any noise and vibration impacts can be managed by the body corporate.

We consider that the indoor communal areas are lower risk and the proposed measures to control music noise in these spaces are reasonable.

Noise from parties in the outdoor communal areas (particularly the lagoon and the Building 4 rooftop area) is a concern, if there is no limit to the hours of usage and the number of people present. We suggest that these spaces are restricted for use to the day/evening periods (e.g. 7 am to 10 pm Sunday to Thursday, and 7 am to 11 pm Friday and Saturdays).

8 Carpark gate and car stackers

Summary of the Acoustic Report (Section 11)

The carpark entrance is located in the northwest corner of the site, approx. 10 metres from the Boutique Stays multi-storey accommodations building. No car stackers are shown on the floorplans provided.

The report states that noise from the carpark gate and car stackers should be limited to 65 dBA L_{max} outside bedroom windows. Regarding the source levels for this equipment, the report states that sound pressure levels of 65 dBA L_{max} at 1 metre "are achievable" for this type of equipment.

SLR Comments

We agree with the proposed criteria for these sources. However, the report should state the maximum allowable source level for the car stackers (if present) and the carpark gate.

9 Recommendations

A review of the acoustic report prepared for the mixed-use development at 25-35 River Boulevard, Richmond has been completed. In summary, our recommendations are:

1. *The background noise measurement data is now over 10 years old and may no longer be appropriate. Ideally, photos of the measurement location and graphs of the hourly noise levels should be presented.*
2. *The statement about nearby rooftop plant being unchanged since 2016 should be confirmed by the tenants/owners of the buildings in question, or by photographic evidence .*
3. *The source levels (in spectrum format) used for the assessment should be presented. If the source levels are based on unattended monitoring, graphs of the monitoring data should be provided. Ideally, photos of the measurement/monitoring locations should also be provided.*
4. *The design targets for commercial/industrial noise should be as per Table 6 of EPA Publication 1826.4.*
5. *Predicted levels of existing commercial/industrial and traffic noise break-in for the worst-case proposed apartment should be presented.*
6. *The review of the mechanical plant should be conducted by a suitably qualified acoustic consultant. A review of noise from the proposed substation should also be included in this review.*
7. *If the opening hours of the F&B Café could include the period of 10 pm to 7 am, an assessment of patron noise should be conducted. If music above background levels is proposed, an assessment of music noise should be conducted.*
8. *Noise from parties in the outdoor communal areas (particularly the lagoon and the Building 4 rooftop area) is a concern, if there is no limit to the hours of usage and the number of people present. We suggest that these spaces are restricted for use to the day/evening periods (e.g. 7 am to 10 pm Sunday to Thursday, and 7 am to 11 pm Friday and Saturdays).*
9. *The report should state the maximum allowable source level for the car stackers (if present) and the carpark gate.*

Yours sincerely



SIMON DE LISLE
Associate- Acoustics

Checked/
Authorised by: DW

Attachment 6 - PLN21/0836 - Referral comments on Original Plans (consolidated)

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INDEPENDENT URBAN DESIGN ADVICE

PROPOSED DEVELOPMENT AT 25 RIVER BOULEVARD RICHMOND

JUNE 2022

Prepared by
Robert McGauran
B. Arch. (Hons. Melb), B.A. (Fine Arts Melb.), P.D.M. (Melb.), LFRAIA, FVPELA, Architect

Our Ref: 22035

Directors
Chris Jones
Cameron Lacy
Robert McGauran
Elliet Spring
Joshua Wheeler

Attachment 6 - PLN21/0836 - Referral comments on Original Plans (consolidated)

BACKGROUND

1. In April 2022 I was asked by the City of Yarra (Council) to provide urban design advice on a planning application for land at 25 River Boulevard Richmond.
2. Council have specifically asked for my opinion on the proposed layout and design of the development, with particular reference to its response to the requirements of Schedule 1 (Victoria Gardens Comprehensive Development) to the Comprehensive Development Zone.
3. The planning application seeks development plan approval pursuant to Schedule 1 (Victoria Gardens Comprehensive Development) of the Comprehensive Development Zone (clause 37.02 of the Yarra Planning Scheme) for the construction of 6 buildings, to a maximum height of 7 storeys, to provide 494 dwellings and one level of basement car parking (201 cars).
4. The Site is part of Development Plan PL10/0156 which was approved on 27 July 2011. The Development Plan has since been amended, most recently on 5 January 2015 with the approved plans date stamped 31 January 2019.
5. The Development Plan allows development of the Site for residential purposes in five separate, although interconnected apartment buildings ranging in height from four to eight storeys. The buildings are located over two levels of basement car parking accessible from River Boulevard.

SITE CONTEXT

6. The Victoria Gardens Precinct forms part of the wider Victoria Street Major Activity Centre and is located towards its eastern end, alongside the Yarra River. It includes the Victoria Gardens Shopping Centre and surrounding land. The area is generally bounded by Victoria Street to the north, the Yarra River to the east, Doonside Street to the south and Burnley Street to the west.
7. Vehicular access opportunities to the site are currently available from River Boulevard, Christine Crescent, and River Street, whilst pedestrian access opportunities also available from the Capital City Trail.
8. The area is comprised of three precincts:
   - Precinct 1: An area of office and restaurant uses immediately south of Victoria Street, alongside the Yarra River
   - Precinct 2: A residential area alongside the Yarra River and south of Precinct 1 in which the Site is located
   - Precinct 3: Comprising the balance, western part, of the land which includes the Victorian Gardens Shopping centre and office development.
9. The Site is comprised of three separate titles combined to form an irregular shaped area of land of approximately 20,932sqm.
10. The land is uneven with a steep embankment along its eastern edge which falls towards the Yarra and Capital City walking/cycling trails.
11. The Development Plan area has four primary interfaces as follows:

North

12. Immediately to the north of the site are a number of residential buildings (ranging from 4 to 6 levels) each with access from Christine Crescent via Elaine Court. Development to the river interface is generally lower than development in the hinterland areas.

East

13. The embankment down to the Yarra River defines the eastern site boundary.
14. The section of the Yarra River further southeast is relatively wide providing for rowing sheds and a boat launch on the east bank. To the south of the rowing sheds are a range of low scale residential properties well set back from the river edge, buffered by vegetation and an informal walking path which provides connection to a number of public parks. Large landscape fingers extend from the river back between developments to this edge and indeed as a characteristic of

much of the more recent western bank development also that have either been approved and/or constructed.

15. Views to the site from the east are limited due to the informal nature of the trail and the dense vegetation.

South

16. To the south of the site is a small triangular public park which comprises children's play equipment surrounded by a grassed area and public seating. This area is buffered by 2 to 3 storey townhouses.

STATUTORY AND STRATEGIC PLANNING CONTEXT

PLAN MELBOURNE

17. Within *Plan Melbourne,* there are several outcomes, directions and policies that need to be considered when reviewing this proposal from an urban design perspective.
18. *Plan Melbourne* outlines a vision of Melbourne as a 'global city of opportunity and choice'. This vision is guided by seven key outcomes, each supported by directions and policies towards their implementation.
19. Outcomes relevant to the land-use and built-form changes sought by this proposal include the following:
    a) Outcome 1: Melbourne is a productive city that attracts investment, supports innovation, and creates jobs
    b) Outcome 4: Melbourne is a distinctive and liveable city with quality design and amenity
    c) Outcome 5: Melbourne is a city of inclusive, vibrant, and healthy neighbourhoods
20. **Direction 1.1** seeks to create a city structure that strengthens Melbourne's competitive for jobs and investment, particularly regarding supporting the central city to become Australia's largest commercial and residential centre by 2050.
    a) Policy 1.1.1 & 1.1.2 encourages new development opportunities to create grow office floor space amongst residential space is to deliver co-benefits of employment, reduced commuting and transport costs for workers and residents. Urban renewal precincts in and around the central city is acknowledged here to play a major role in delivering high-quality, distinct, and diverse neighbourhoods that offer a mix of uses.
21. **Direction 4.1** advocates a place-making approach to urban design to create *"more great public places across Melbourne."*
    a) Policy 4.3.1 seeks to integrate place-making practices into road-space management to ensure the design of streets encourages the use of active transport and facilitates a greater degree of and encounter and interaction between people and places.
22. **Direction 5.1** outlines the ambition of creating a city of 20-minute neighbourhoods by encouraging the development of vibrant, mixed-use neighbourhoods linked by a network of activity centres. 'Walkability', 'housing diversity', 'ability to age in place' are identified here as key characteristics of 20-minute neighbourhoods.
23. **Direction 5.3** notes the importance of social infrastructure in supporting strong communities. Delivery and co-location of social infrastructure in accessible locations in close proximity to public transport is a key policy under this direction.
24. Policy guidelines to consider where relevant include:
    a) *Urban Design Guidelines* for Victoria (Department of Environment, Land, Water and Planning, 2017).
    b) *Safer Design Guidelines* for Victoria (Crime Prevention Victoria and Department of Sustainability and Environment, 2005).

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

STATE PLANNING POLICY FRAMEWORK

25. State and regional planning provisions relevant to this application are set out below:
26. **Clause 11.01-1 Settlement - Metropolitan Melbourne** includes the following relevant strategies:
    a) Focus investment and growth in places of state significance, including Metropolitan Melbourne Central City, Metropolitan activity centres and major urban renewal precincts.
    b) Create mixed-use neighbourhoods at varying densities, including through the development of urban-renewal precincts that offer more choice in housing, create jobs and opportunities for local businesses and deliver better access to services and facilities.
27. **Clause 15.01-1S Urban design** seeks to create urban environments that are *"safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity."* Relevant strategies outlined towards achieving this goal include the following:
    a) *Ensure development contributes to community and cultural life by improving the quality of living and working environments, facilitating accessibility, and providing for inclusiveness.*
    b) *Ensure the interface between the private and public realm protects and enhances personal safety.*
    c) *Ensure development supports public realm amenity and safe access to walking and cycling environments and public transport.*
    d) *Ensure that the design and location of publicly accessible private spaces, including car parking areas, forecourts, and walkways, is of a high standard, creates a safe environment for users and enables easy and efficient use.*
    e) *Ensure that development provides landscaping that supports the amenity, attractiveness, and safety of the public realm.*
    f) *Promote good urban design along and abutting transport corridors.*
28. **Clause 15-01-1R Urban design – Metropolitan Melbourne** sets out to create a *"distinctive and liveable city with quality design and amenity"* by undertaking the following relevant strategies:
    a) *Support the creation of well-designed places that are memorable, distinctive, and liveable*
    b) *Integrate placemaking practices into road space management*
    c) *Provide spaces and facilities that encourage and support the growth and development of Melbourne's cultural precincts and creative industries.*
29. **Clause 15.01-02S Building design** aims to ensure that building design outcomes contributes positively to local contexts and enhances public realm, strategies relevant to this proposal include:
    a) *Ensure the form, scale, and appearance of development enhances the function and amenity of the public realm.*
    b) *Ensure buildings and their interface with the public realm support personal safety, perceptions of safety and property security.*
    c) *Ensure development is designed to protect and enhance valued landmarks, views, and vistas.*
    d) *Ensure development provides safe access and egress for pedestrians, cyclists, and vehicles.*
    e) *Ensure development provides landscaping that responds to its site context, enhances the built form, and creates safe and attractive spaces.*
30. **Clause 15.01-4S Healthy neighbourhoods** seeks to achieve neighbourhoods that foster healthy active living and community wellbeing by designing neighbourhoods that encourage community

interaction, physical activity, and engagement amongst community members of all ages and abilities. Key relevant strategies include the provision of:

a) *Connected, safe, pleasant, and attractive walking and cycling networks that enable and promote walking and cycling as a part of daily life.*
b) *Streets with direct, safe, and convenient access to destinations.*
c) *Conveniently located public spaces for active recreation and leisure.*

31. **Clause 15.02 Sustainable Development** is concerned with encouraging development that is energy and resource efficient, minimising greenhouse gas emissions towards supporting a cooler environment. Strategies outlined under this clause include the incorporation of ESD principles in new developments and supporting low energy forms of transport such as walking and cycling.
32. **Clause 17.01-1 Economic Development** acknowledges the role of planning in providing a strong, innovative, and diversified economy where all sectors are critical to its property. Specifically, planning has a key role in providing land, facilitating decisions, and resolving land use conflicts to enable regions to capitalise upon its strengths and achieve its economic potential.
33. **Clause 18 Transport** encourages solutions that ensure an integrated and sustainable public transport system that provides access to social and economic opportunities, facilitates economic prosperity, contributes to environmental sustainability, coordinates reliable movement of goods and people and is safe.
34. **Clause 18.01-1S Land use and transport integration** outlines strategies to facilitate access to social, cultural, and economic opportunities by effectively integrating land use and transport. The following strategies are relevant to this proposal:

    Plan and develop a transport system that facilitates:
    > Social and economic inclusion for all people and builds community wellbeing.
    > The best use of existing social and economic infrastructure.
    > A reduction in the distances people have to travel to access jobs and services.
    > Better access to, and greater mobility within, local communities.
    > Network-wide efficiency and coordinated operation.

    Plan movement networks and adjoining land uses to minimise disruption to residential communities and their amenity.

    Plan improvements to public transport, walking and cycling networks to coordinate with the ongoing development and redevelopment of urban areas.

    Protect existing and facilitate new walking and cycling access to public transport.

    Design neighbourhoods to:
    > Better support active living.
    > Increase the share of trips made using sustainable transport modes.
    > Respond to the safety needs of all users.

35. **Clause 18.02-2S Cycling. The objective of this clause is t**o facilitate an efficient and safe bicycle network and increase the proportion of trips made by cycling. Relevant strategies include:

    Support increased cycling by providing:
    > Cycling routes and cycling infrastructure early in new developments and in in all major transport projects.
    > Cycle parking and related end of trip facilities to meet demand at education, recreation, transport, shopping, commercial, public transport interchanges and community facilities, significant trip generating developments and other major attractions.

36. **Clause 19.02-6R Open space – Metropolitan Melbourne** outlines the objective to strength the integration of Melbourne's open space network, strategies relevant to this proposal include the following:
    a) 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.
    b) Create continuous open space links and tails along the Yarra River parklands (extending from Warrandyte to the Port Phillip Bay).
    c) Continue the development of the lower Yarra River as a focus for sport, entertainment, and leisure.

37. **Urban Design Guidelines for Victoria**
    a) The Victoria Planning Provisions were amended to require consideration of the Urban Design Guidelines for Victoria, and Apartment Design Guidelines for Victoria, where applicable, in the design and assessment of new development proposals.
    b) 1.3 Large Development Structure seeks to develop a high-quality amenity for sites whilst Objective 1.4.1 b seeks to arrange blocks and streets in higher density residential precincts to provide all lots with access to an activity centre, public transport, and high-quality open space within a walking distance.
    c) Objective 1.5.1 a seeks to locate walking destinations and activities along main pedestrian streets and paths with destinations nominated including bus stops parks and recreation facilities.
    d) 1.5.1b., seeks to Provide for a level of active frontage and lot access appropriate to street frontage and notes that *driveways and crossovers compromise pedestrian amenity and safety.*
    e) Cl 3. 4.1, seeks to ensure communal open space is accessible and functional. Section 3 notes that design of communal open space is to be usable in a range of weather conditions and at all times of the year and provides a tip, to consider orientation of the open space for optimal winter solar access and summer shading, shelter from wind and rain and providing all weather ground surface materials.
    f) 5.1 buildings in activity centres
        - 5.1.1 seeks to ensure the building scale and building form support the context and preferred future character of the activity area centre.
        - 5. 1.3, seeks to ensure buildings in activity centres provide equitable access to daylight and sunlight. Objective I seek to locate and arrange the buildings to allow daylight and winter sun access to key public spaces and keep pedestrian street spaces, Objective B seeks to allow sufficient distance between buildings to allow access to daylight for neighbouring windows. Objective C seeks to protect daylight and sunlight access to the private and communal open space of adjacent dwellings.
    g) Objective 5.1.4 seeks to minimise adverse wind effects caused by buildings in activity centres and to:
        - orient large buildings to minimise wind effects at Street level and on adjoining properties and public spaces.
        - detail the building facade to minimise wind effects on streets and spaces
        - as part of buildings design, to instal continuous weather protection for pedestrian priority streets and public spaces.

LOCAL PLANNING POLICY FRAMEWORK

38. **Clause 21.04 – Land Use** Local planning provisions relevant to this application are set out below:

a) Acknowledges the need for Yarra to accommodate its share of Melbourne's population growth, noting the need to direct higher density residential development to strategic re-development sites. Given the pre-existing population diversity, the clause looks to maintain diversity by encouraging all household types and structures - including supporting the provision of affordable housing, particularly in Strategic Redevelopment Sites. The subject site has been identified as a Strategic Development Site in the Swan Street Structure Plan, January 2014.

39. In response, Objective 8 under Clause 21.04-3 outlines the objective to increase the number and diversity of local employment opportunities by undertaking the following strategies:

a) Strategy 8.1 Support re-zonings, as identified on the relevant Neighbourhood plan, to permit increased commercial and office use in existing industrial areas.
b) Strategy 8.2 Support home-based businesses.
c) Strategy 8.3 Encourage residential and business land use within the Mixed-Use Zone to locate on the same site.
d) Strategy 8.5 Support opportunities for new uses on isolated industrial sites provided they reflect the predominant surrounding uses.

40. A key element of importance in this instance relates to Objective 3 under Clause 21.04.1 wherein it is important to ensure new built residential development in Mixed Use, Business 1, Business 2, and Business 5 Zones and near Industrial and Business Zones is designed to minimise the potential negative amenity impacts of existing non-residential uses in the vicinity.

41. **Clause 21.05 Built Form** contains objectives and strategies considering heritage, urban design, built form character and the public environment. It seeks to reinforce the existing urban framework of Yarra of a 'low-rise urban form punctuated by pockets of higher development'. Objectives and strategies under this clause relevant to this application include the following:

a) Developments on strategic redevelopment sites should generally be no more than 5-6 storeys unless it can be demonstrated that the proposal provide community benefits such as the provision of affordable housing or a positive contribution to the enhancement of the public domain.
b) Retain, enhance, and extend Yarra's fine grain urban fabric by ensuring new developments are designed regarding its surrounding urban context and fabric, including the re-establishment of historical streets and laneways.
c) Provide a public environment that encourages community interaction and activity
d) Objective 16 under Clause 21.05 seeks to reinforce the existing urban framework of the City of Yarra, with Strategy 16.2 seeking to "maintain" and strengthen the preferred character of each built form character type within the City of Yarra."
e) Objective 17 under Clause 21.05 seeks to "retain Yarra's identity as a low-rise urban form with pockets of higher development", outlining the following relevant strategies:
f) Strategy 17.2 Development on strategies development sites or within Activity Centres should generally be no more than five to six storeys unless it can be demonstrated that the proposal can achieve specific benefits such as:
   > Significant upper-level setbacks
   > Architectural design excellence
   > Best practice environmental sustainability objectives in design and construction
   > High quality restoration and adaptive use of heritage buildings
   > Positive contribution to enhancement of the public realm
   > Provision of affordable housing.
g) Objective 19 under Clause 21.05 seeks to create an inner-city environment with landscaped beauty, outlining the following strategies:
   > Strategy 19.1 Require well resolved landscape plans for all new development.
   > Strategy 19.2 Encourage opportunities for planting suitable trees and landscape areas in new development.

> Objective 20 under Clause 21.05 seeks to ensure that new development contributes positively to Yarra's urban fabric, including the following strategies:

h) Strategy 20.1 Ensure development is designed having regard to its urban context and specifically designed following a thorough analysis of the site, the neighbouring properties, and its environs.
i) Strategy 20.2 requires development of Strategic Redevelopment Sites to consider the opportunities for development on adjoining land.
j) Objective 21 under Clause 21.05 seeks to enhance the built form character of Yarra's Activity Centres.
k) Objective 22 under Clause 21.05 seeks to encourage the provision of universal access in new development.

42. **Clause 21.05-3 Built Form Character** outlines the built form character type for each character area.

a) New development must respond to Yarra's built and cultural character, its distinct residential 'neighbourhoods' and individualised shopping strips, which combine to create a strong local identity.
b) Clause 21.05-4 "Public environment" notes: "New development must add positively to Yarra's overall character and help create a safe and engaging public environment where pedestrian activity and interaction are encouraged. Public spaces and urban squares provide outdoor spaces for people to meet and gather. Opportunities to create such spaces will be sought. There is a need to ensure that, as development occurs, Yarra's public environment, buildings and transport infrastructure are accessible to all people."

43. **Objective 28 under Clause 21.05-4** seeks to provide a public environment that encourages community interaction and activity. Strategy 28.1 Encourage universal access to all new public spaces and buildings.

a) Strategy 28.2 Ensure that buildings have a human scale at street level.
b) Strategy 28.3 requires buildings and public spaces to provide a safe and attractive public environment.
c) Strategy 28.4 Require new development to consider the opportunity to create public spaces as part of new development.
d) Strategy 28.5 Require new development to make a clear distinction between public and private spaces.
e) Strategy 28.6 Require new development to consider the creation of public access through large development sites, particularly those development sites adjacent to waterways, parkland, or activity centres.
f) Strategy 28.8 Encourage public art in new development.
g) Strategy 28.9 Apply the Public Open Space Contribution policy at clause 22.12.
h) Strategy 28.10 requires site rezoning for new development to consider the inclusion of public domain improvements commensurate with the new use.

44. **Clause 21.06 Transport** seeks to reduce car dependency by promoting active and public transport by improving the quality of walking and cycling infrastructure. It is explicitly noted that 'walking' includes people who use wheelchairs and other mobility devices. Strategies relevant to this application include:

a) Improve pedestrian and cycling links in association with new development where possible.
b) Require all new large developments to prepare and implement integrated transport plans to reduce the use of private cars and to encourage walking, cycling and public transport.

45. **Clause 21.07 Environmental sustainability** promotes environmentally sustainable development.
46. **Clause 21.08 Neighbourhoods** sets out locally specific objectives and strategies for each neighbourhood, the site sits within the North Richmond Neighbourhood.



47. **Clause 22.03 Landmarks and Tall Structures** sets out the objective to maintain the prominence of Yarra's valued landmarks and landmark signs and outlines policies and design responses to this end.
48. **Clause 22.03-3 Policy**

    a) Protect views to the silhouette and profile of Yarra's valued landmarks to ensure they remain as the principal-built form reference.
    b) Maintain the prominence of Yarra's valued landmarks and landmark signs and and
    c) Ensure the profile and silhouette of tall new structures adds to the interest of Yarra's urban form and skyline.
    d) In this context, the Ball Tower of Dimmeys, Swan Street and Spire of St Ignatius Cathedral, Church Street, Richmond are identified under Clause 22.03-4 as landmarks where development should protect views to these elements to ensure it remains the principal-built form reference.

49. **Clause 22.05 Interface Uses Policy** seeks to facilitate 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'. Its aim is to ensure that residential uses located within Mixed-Use Zones or near commercial centres and industrial uses enjoy a reasonable level of amenity and are designed to minimise the impact of nearby business operations and industrial activities on the amenity within the proposed dwellings.
50. **Clause 22.10 Built Form and Design Policy.** The objectives of this clause are to:

    a) Ensure that new development positively responds to the context of the development and respects the scale and form of surrounding development where this is a valued feature of the neighbourhood character.
    b) Ensure that new development makes a positive contribution to the streetscape through high standards in architecture and urban design.
    c) Limit the impact of new development on the amenity of surrounding land, particularly residential land.
    d) Design buildings to increase the safety, convenience, attractiveness, inclusiveness, accessibility and 'walkability' of the City's streets and public spaces.
    e) Create a positive interface between the private domain and public spaces and,
    f) Encourage environmentally sustainable development

51. **Clause 22.10-3.2 Urban form and character** notes as it aims the following Design Objectives:

    a) To retain and extend the City's fine grain of street pattern and urban form.

b) To ensure that developments contribute positively to the urban fabric and public realm.
c) To improve the transparency and legibility of the city's urban form and structure.
d) To achieve continuity in the built form having regard to rhythm and spacing of buildings and any distinctive street pattern (as identified in the Site Analysis Plan and Design Response).

52. **Design Guidelines outlined in the clause** and relevant to the subject proposal include the following:

a) Within large redevelopment sites, design a vehicle and pedestrian network that ensures a high level of access within the development for all vehicular and non-vehicular traffic that connects and integrates with the broader network.
b) New development on large remnant sites should respect any existing prevailing subdivision pattern (as identified in the Site Analysis Plan and Design Response) by providing adequate separation between buildings and modular building bulk rather than unbroken mass.
c) Express the original fine-grained subdivision pattern in building design, massing, modulation, and facade articulation.
d) Within sites removed from the small lot, fine-grain areas of the city, create a new urban character that adds to the layering of the city's historical evolution.

53. **Clause 22.10-3.3 Setbacks & Building Height** Sets out design objectives relevant to the site including the following:

a) To ensure that the setbacks of new development complement the desired neighbourhood character of the area (as identified in the Site Analysis Plan and Design Response, the Municipal Strategic Statement, and any relevant local planning policies).
b) To ensure that the height of new development is appropriate to the context of the area (as identified in the Site Analysis Plan and Design Response) and respects the prevailing pattern of heights of the area where this is a positive contribution to neighbourhood character.
c) To ensure new roof forms respect any prevailing roof forms in the area (as identified in the Site Analysis Plan and Design Response) and contribute to the skyline silhouette.

54. **Guidelines** include that new development that is higher than adjacent buildings should adopt a secondary setback for the higher building component which:

a) Aligns to the street pattern.
b) Retains existing view lines to nearby heritage places and other key features

55. **Other provisions of the clause** include objectives:

a) To ensure the building presents visually interesting elevations on all faces visible from the public domain.
b) To provide pedestrian/human scaled design at street level

56. Design guidelines specifically see that new development should:
57. Be oriented to front existing and proposed streets.

a) Produce high quality architectural design.
b) Maintain the dominant parapet line of adjacent buildings (where this exists).
c) Express the traditional and characteristic vertical rhythm of buildings and the dominant lot widths (where they exist) within the street.
d) Continue vertical or horizontal themes within the facade (where these exist and where appropriate).
e) Use appropriate materials, finishes and colours, which add visual interest and, assist in breaking up the mass and bulk of new development.
f) Incorporate roof articulation.

58. **Clause 22.10-3.8 Off-Site Amenity.** Design Objectives seek:

a) To ensure that new development does not prejudice the rights of adjoining and/or nearby land users (especially residents) to enjoy solar access, privacy, and acceptable noise levels.
b) To ensure that built form enhances and does not detract from the landscape character of parks and open spaces.
c) To ensure that new development does not substantially overshadow adjoining residential private open space or public facilities such as parks and gardens.

59. **Design Guidelines** seek to ensure that new development should ensure that:

a) The location, length and height of any wall built to a side or rear boundary should not adversely impact on the amenity of any adjoining residential properties in terms of overshadowing of private open space, visual bulk, or daylighting to habitable room windows.
b) Where private open space and/ or windows to adjacent uses are affected, additional setbacks from side boundaries are required to address loss of daylight, overshadowing and visual bulk impacts on neighbouring properties, especially residential properties.
c) The perimeter walls of new development should provide appropriate articulation (utilising setbacks,

60. Recent amendments to the Planning and Environment Act 1987 have established the delivery of affordable housing as a key purpose of planning policy and have defined affordable housing as housing available for very low-, low- and moderate-income earners.
61. **Clause 22.07 Development abutting laneways** seeks to ensure that laneways and their interfaces are considered as an important part of the public realm and the lanes an important shared movement network that should enjoy informal surveillance and activation from development.
62. **Clause 22.17 Environmentally sustainable development** builds upon Clause 21.07 by setting out an aspirational framework to encourage developments that incorporate best practice in environmentally sustainable development from design through to construction.
63. **Clause 22.10 Built form and design policy**
64. **Clause 22.16 Stormwater Management (Water Sensitive Urban Design)**
65. **Clause 22.17 Environmentally Sustainable Development**
66. **Clause 52.06 Car Parking**
67. **Clause 52.35 Bicycle Facilities**

SCHEDULE 1 TO THE COMPREHENSIVE DEVELOPMENT ZONE (CDZ1)

68. This clause applies to land generally bounded by Victoria Street, Burnley Street, the Yarra River, and Doonside Street (in part), Richmond, as define by the incorporated document "Victoria Gardens - Building Envelope and Precinct Plan and Precinct 3 Plan – Warehouse Area".



69. The purpose of the CDZ1 is:

> To encourage the comprehensive redevelopment of land on the south side of Victoria Street between Burnley Street and the Yarra River, City of Yarra.
> To ensure that development on the site will complement and enhance the Yarra River environment.
> To assist redevelopment as a mix of office, retail, entertainment, residential, commercial, and ancillary uses.
> To ensure that the combination of uses, their overall density and the scale, character and level of redevelopment are compatible with:
  – The amenity of the surrounding area and the nature of the surrounding uses.

  - The visible skyline as seen from and along the Yarra River and the River's general environs, and views along Victoria Street and Barkers Road.
  - The capacity of the existing road system and any proposed modifications to accommodate any increase in traffic.
  - The capacity of existing essential services and proposed modifications.
- To ensure retailing in the zone is compatible with and serves the existing and future commercial, industrial, and residential uses in the surrounding area.
- To provide greater public access, in particular for pedestrians and cyclists, to and along the Yarra Riverbank.
- To ensure that the land is developed in an orderly and proper manner.
- To encourage a high standard of urban design.
- To encourage the provision of active frontages to streetscapes and high-quality interfaces with the public realm and internal pedestrian interfaces.
- To improve pedestrian amenity and safety and enhance connectivity within and to surrounding development.
- To limit overshadowing affecting the amenity of adjoining land and, in particular, areas of public open space and the Yarra River.
- To avoid adverse wind conditions in pedestrian areas.
- To ensure that buildings and works along the Yarra River do not adversely affect drainage or flooding.

OVERLAYS

70. The Site is covered by a Significant Landscape Overlay – Schedule 1 and is partially affected by a Land Subject to Inundation Overlay. Clause 6.0 of the CDZ1 identifies that the provisions of both overlays do not apply to any development constructed in accordance with an approved development plan.

STRATEGIC DOCUMENTS

Victoria Gardens Building Envelope and Precinct Plan and Precinct 3 Plan – Warehouse Area

71. Provisions of the CDZ1 identify that the use of the land and approval of a development for any and all stages must be generally in accordance with this building envelope and precinct plan. Height requirements at Clause 17 of the CDZ1 further identify that:

    A building or works must not exceed the height above the Australian Height Datum for any particular site as shown on the Victoria Gardens Building Envelope and Precinct Plan and Precinct 3 Plan – Warehouse Area incorporated in this Planning Scheme.
    This does not apply to:

    - *the height of architectural features, building services, electronic media antennas, flagpoles, lighting poles, fences and advertising signs approved under Part 22 of this Schedule.*
    - *limited built form projections in the 'height projection area' shown in Precinct 2 which project above RL31 height limit but which do not exceed RL37 and do not exceed 10% of the precinct height projection area.*

72. Victoria Gardens Building Envelope and Precinct Plan establishes the expected scale of development at the Site, anticipating the following:

    - A maximum height requirement of RL29 metres within a 20-metre setback of the top of bank alongside the Yarra River; and
    - Outside of the river setback, a maximum height of RL31 metres with projections allowable up to RL37 provided they 'do not exceed 10% of the precinct height projection area,'

Victoria Garden Urban Design Guidelines (November 1996)

73. These Guidelines are referenced at Clause 15 of the CDZ1 as matters which must be considered by the responsible authority in deciding on the approval of a development plan. They address the following design elements and are 'designed to be flexible in their approach:'

> Design Element 1 – Setbacks, Building Envelopes and Height Limits
> Design Element 2 – Building Form, Materials and Colour
> Design Element 3 – Orientation, Overshadowing and Overlooking
> Design Element 4 – Streetscape and Landscape
> Design Element 5 – Views and Vistas
> Design Element 6 – Car Park Access and Treatment
> Design Element 7 – Open Space
> Design Element 8 – Pedestrian Movement and Security
> Design Element 9 – Advertising Signs
> Design Element 10 – Interface Areas
> Design Element 11 – Boat Landings

SUMMARY OF FINDINGS

74. A number of issues arise from the development that impact on the amenity of the precinct, orderly development of the precinct and the amenity of residents therein and which need to be addressed. These include the following:

Wayfinding and amenity

75. The alignment of the primary walk west of River Boulevard connecting David Street to River Boulevard is not shown on plans. This alignment and its continuation to the river in an intuitive and direct alignment should be seen as an important and core element of the proposal. Currently the linkage is convoluted and inconvenient.



76. Alignment and configuration of the path west of River Boulevard. Establishes an alignment that should be extended directly to the river interface as a convenient and direct pedestrian and cycle route. The path should be characterised by high levels of amenity and generosity in width and high-quality materials and finishes. This has been a characteristic of recent successful development in the adjoining Haven development that provides convenient and direct links from the adjoining public transport stop and signalised intersection to the river front as part of the necessary liveability and coordinated urban renewal needed to make the precinct work.

77. The application also indicates an interconnection of the proposal to Annette's Playground to the south with the network of 4 spaces within the subject site i.e., the Southern Lagoon Communal Space, The Central Plaza and the Northern Lawn Communal Space connecting through to the Northern Pocket Park. The development in this instance would benefit from clear arrangements of the buildings with lobbies to each side of the linkage rather than as currently configured as a single building.
78. Examples such as those through the Lendlease development adjoining Toorak Station and the Oasis Development in St Kilda are illustrative of the ability for these linkages through projects to work well. The efficacy of this network, the safety of the parks and the shared benefits for residents and community is dependent on the continuity of the network at least in daytime hours.
79. Hence, the logic of this interconnection is supported but the management of the network, the daytime accessibility of these spaces to the public and the apparent and obvious wayfinding through the building links are constrained and not intuitive in its current form.
80. The street links through the buildings should be double height with securing doors to the residential areas to the east and west to enable these links to operate safely in daytime hours.

Recommendation 1

a) Provide a 6m wide landscaped and furnished primary shared path through the site east-west and south of the roundabout to align with the established path west of River Boulevard providing clear wayfinding and direct connection between the River Walk and River Boulevard to the satisfaction of the Council. Ensure the clear path zone is a minimum of 4m in width allowing for shared use.
b) Provide for a publicly accessible north-south primary walk linking the northern pocket park through to Annette's Place during daytime hours with an agreed management plan.
c) Demonstrate through the updating of the plans the clear wayfinding and demarcation between residential lobby and linkages and their configuration and the efficacy of the arrangements to the satisfaction of Council.



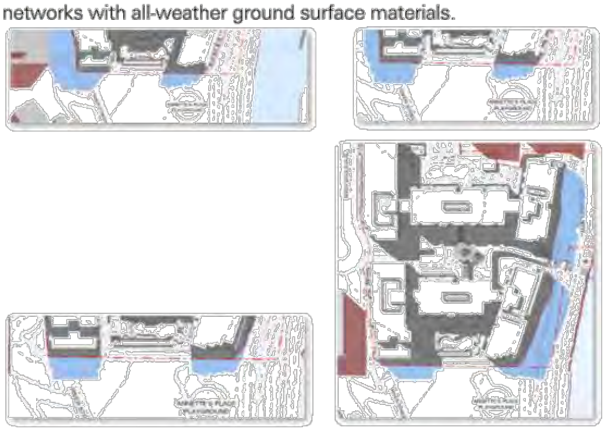
Recommendation 2

Reconfigure the proposed building footprints for buildings in the south of the site to ensure that the existing disruption of the convenient wayfinding and direct connection of the Yarra Trail and River Boulevard David Street link is addressed, by reconfiguring the north façade of Building 4 to align it with the adjoining north façade of Building 5 (depicted in Red below) and reconfiguration of landscape plans and path networks.



Overshadowing of the public realm

81. In an intensifying precinct the quality of the public realm both abutting the site and bisecting the site is critical to the current and future amenity of the precinct for residents of the development and workers and residents accessing these capital cities and regionally and locally significant spaces. New public spaces for amenity within the development similarly need to be invested with these amenity outcomes.
82. As earlier noted, the **Urban Design Guidelines for Victoria** seek to develop a high-quality amenity for sites, to ensure communal open space is accessible and functional in a range of weather conditions and at all times of the year, to consider orientation of the open space for optimal winter solar access and summer shading, shelter from wind and rain, and to invest the pathway networks with all-weather ground surface materials.



Recommendation 3

83. The following principles must be applied:
    a) The siting and scale of the development must be configured so that no additional overshadowing occurs to the adjoining Annette's Place Playground of Main Yarra Trail between 10am and 2pm at the September Equinox.
    b) Ensure the new east-west primary walk through the site enjoys amenity free from overshadowing between the hours of 10am and 2pm at the September Equinox.

c) Ensure 50% of the Central Plaza Open Space and Southern Lagoon Communal Space enjoys access to sunlight between 10am and 2pm at the September Equinox consistent with the goals outlined in the Urban Design Guidelines of Victoria.

Wind impacts on surrounding streets and spaces

84. The built form notably is to be organised to ensure buildings in activity centres provide equitable access to daylight and sunlight, to locate and arrange the buildings to allow daylight and winter sun access to key public spaces, to allow sufficient distance between buildings to allow access to daylight for neighbouring windows and to protect daylight and sunlight access to the private and communal open space of adjacent dwellings. The minimisation of adverse wind effects caused by buildings in activity centres is an objective with development to:

> orient large buildings to minimise wind effects at Street level and on adjoining properties and public spaces.
> detail the building facade to minimise wind effects on streets and spaces
> as part of buildings design, to instal continuous weather protection for pedestrian priority streets and public spaces.

Recommendation 4

Demonstrate through the inclusion of a Wind Report and wind tunnel testing, that the development has been configured to ensure that:

a) No detrimental impact arises to the adjoining public Realm of Annette's Place Park, the Main Yarra Trail and ecological corridor, the River Boulevard streetscape or the adjoining public and private space to the north and west of the site.
b) That the Central Plaza zone and Northern communal lawn are invested with amenity standards suitable for long-term sitting.
c) That the proposed primary walking network and entrances to all buildings are invested with standards suitable for standing supporting neighbourhood interaction.

Inter-development amenity issues

Overlooking

85. The proximity of east-west and interfacing north-south axial buildings is resulting in unacceptable interface outcomes with compromised privacy. These interface outcomes affect access to sunlight, length of corridors, insufficient daylight, and sunlight (once necessary screening is implemented), amplified bulk in a location in proximity to the river where landscapes are valued and poor aspect.

Recommendation 5

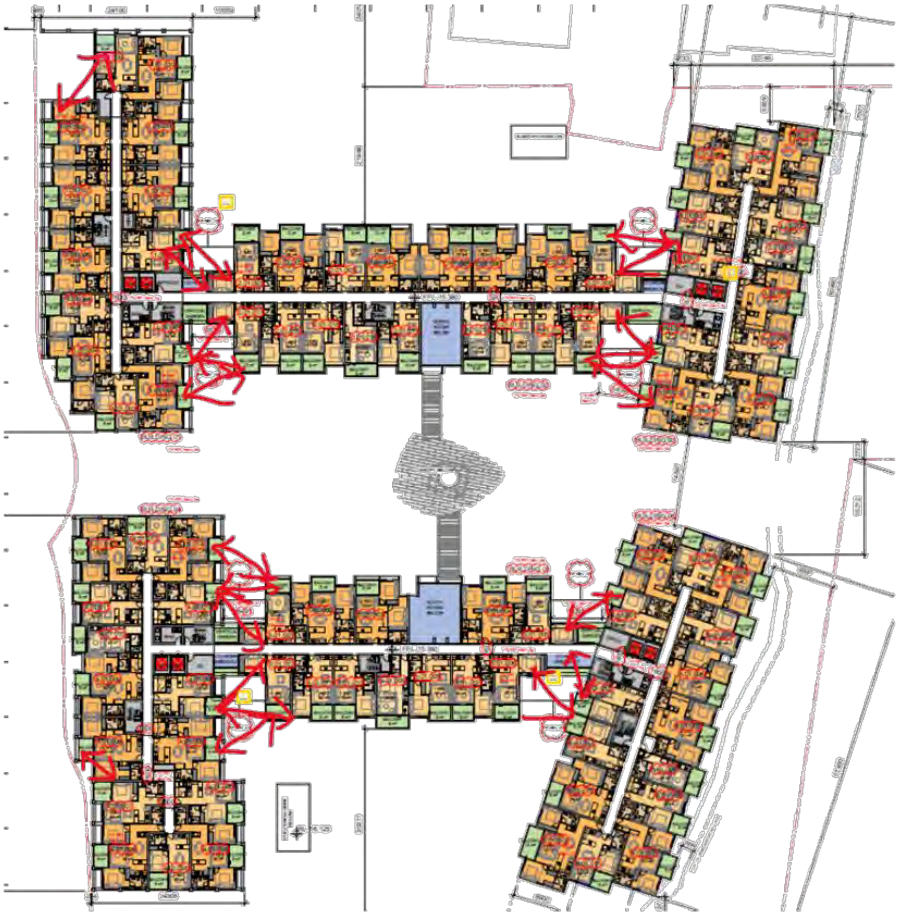
Provide a minimum separation of 9m between the built form of all buildings to ensure that units are not reliant on screening to deliver acceptable standards of privacy.

Recommendation 6

Reconfigure the internal corners of development to eliminate the conflicts between development (The arrangements noted below are examples of current unacceptable juxtapositions)

Recommendation 7

Provide updated plans, sunlight, and overshadowing studies to demonstrate that in the reconfiguration of the development is to ensure that all east and west facing apartments receive a minimum of 3 hours sunlight between the hours of 9am and 3pm at the September Equinox and that daylighting outcomes for all habitable rooms achieves acceptable standards.



Excessive scale impacts on the southern park and river park interface

86. The current configuration gives insufficient consideration to the bulk and overshadowing impacts as a consequence of siting, height and arrangement on the adjoining areas of important environmental, recreational and amenity value.

87. Building 4 has treated the southern Annette's Place frontage as a sideage with only a single central balcony breaking what is otherwise a façade where walls rather than transparency predominate. This approach amplifies bulk. Combined with the overshadowing impacts the results are unacceptable. An opportunity exists to reconfigure apartments with a more generous setback to the park and or greater erosion earlier of upper levels, more recessive palettes, a greater investment in complimentary planter treatments to the facades and a redesign of the southwest and southeast apartments to erode the corners with balconies.

Recommendation 8

Re-site, reconfigure and erode the southern wings of Building 4 and Building 6 to enhance the quality of engagement with Annette's Place, with a treatment of the interface as a civic edge to the park and

mitigation of overshadowing and bulk impacts through erosion of form and investment with landscaping and revised palettes to the satisfaction of Council.



The Northern Interface with the Park and park entry

88. Like the south edge of Building 4 the north edge of Building 1 has been treated as a sideage at ground and upper levels. The façade is north facing and a key arrival façade to the precinct and interface with the Pocket Park walk. The façade and its context demand in my view greater enrichment, articulation, and amenity than the sideage and vertical wall to the link currently envisaged.

Recommendation 9

Redesign and reconfigure the northern link and building interface of Building 1 to the link and adjoining pocket park to invest the northern façade with high levels of articulation balcony treatments and landscaping leveraging of its important gateway role and civic function in connecting the Pocket Park with River Boulevard to the satisfaction of Council.

Daylight amenity

89. Concern is raised over the depth of south facing apartments and habitable rooms having regard to the repetitive nature and overhanging characteristics of projecting balconies and their necessary east and west sleeving to avoid overshadowing which extends and further diminishes daylight access in the case of Building 2 and Building 5.

Recommendation 10

Demonstrate to the satisfaction of Council that adequate daylight is provided to all habitable rooms and workspaces including kitchens.

River interface

90. Whilst plans indicate a stepping back of form for example between Level 3 and 4, little effort has been made to invest these interfaces with additional verdant treatments by way of planters or similar to mitigate built form, light spill and bulk impacts on the adjoining river corridor. Opportunities exist to address these issues through further erosion to address off site overshadowing and increased use of planter treatments for example at level 4 with stepping back of built form at level 5 from the east and south and north of Building 6.

Recommendation 11

Re-site, reconfigure and erode:

> Building 6 to invest the river frontage with a more responsive treatment to the interface particularly through planter treatments and a smaller footprint to the north and eroded footprint to the south
> Building 3 to Level 5 to address offsite overshadowing and bulk impacts with investment to in planter treatments to setback zones at this level and Level 4 to the satisfaction of Council.

Building configuration

91. The current arrangement where the central buildings 2 and B are dependant on lift cores within 1, 3, 4 and 6, results in a poor internal arrangement and amplification of the bulk of the building as well as unnecessary conflicts at the internal corners.
92. The outcome is corridors of approximately 100m in length in the northern block, diminished access to daylight in each building relative to freestanding arrangements and long travel distances. Excessive hallway lengths and their dehumanising outcome have been the subject of a number of VCAT reviews in which I have been involved and the concerns raised have been upheld by VCAT. The recent Public Housing COVID-19 lockdown further amplified the issues arising from too many residents' dependant on a common core arrangement.
93. In this sensitive riverside location, there is little doubt the development would benefit from the separation of buildings with clear visual and landscaped breaks to make a campus of rather than continuous block forms and similarly that the amenity for residents would be substantially enhanced through the removal of these gun-barrel arrangements and investment of each building with its own lift core and daylight and natural ventilation treatments.
94. I am aware of the capacity of the applicant's design firm to address these issues from other projects with which I have had roles in review. I am confident they can attend to these matters given the appropriate permission by their client.

Recommendation 12

> Reconfigure Building 2 and Building 4 with their own entry and lift cores accessed from the central plaza zone
> Provide a minimum separation of 9m between buildings
> Ensure that the common areas of each building are invested with access to daylighting and natural ventilation on all levels to the satisfaction of Council
> Reconfigure common areas to provide increased variance and visual interest acknowledging the core role of the development as homes for people and the need it invest the experience of the householder with a sense of street and address not of long unarticulated common width corridors to the satisfaction of council.

Green Travel

95. The proximity to the Capital City Trail and the key regional cycle networks makes the site an ideal site for amplified provision of bicycles, e-bikes and share care facilities. The configuration of arrangements has not facilitated easy interaction between the networks.
96. The provision is underwhelming with many local projects dramatically higher in their encouragement of green travel alternatives. Opportunities to enhance the connectivity of end of travel bike storage to the Capital City Trail have been missed when compared to adjoining development recently completed.

Recommendation 13

Reconfigure bicycle access to better connect to the Main Yarra Trail to the satisfaction of Council and incorporate e-bike charging stations and increased cycle numbers to the satisfaction of Council.

Access equity

97. The proposed primary access between the river and the site is not equitable in its arrangements, facilitating only able-bodied pedestrian access. Logically the access should facilitate connectivity for the users of all abilities with the arrangements carefully resolved with relevant authorities. The link is an important one in a precinct context as larger populations develop both on the subject site and in areas to the west along Doonside Street in particular.

Recommendation 13

Reconfigure the primary east-west access between the Capital City Trail and the subject site to facilitate equitable access for all residents and users of the network to the satisfaction of Council and relevant authorities.

Permeable Footprint

98. The site is located adjacent to an ecological corridor and parklands of high biodiversity and recreational value.
99. The configuration of the site has amplified the footprint of the non-permeable areas through the inclusion of a single basement and an expansive driveway access and plant zone and single carpark level. Development of a part two level carpark could for example have enabled a significant part of the centre of the site to facilitate substantial deep soil planting and enhanced through site canopy trees and, as a consequence, diminished heat island effect.
100. The red box area depicted below indicates the opportunity that could be afforded for an easy circulating second basement area.
101. The green zone indicates carparking that could be deleted from the lower ground area and instead become an area of deep soil planting and substantive landscapes characteristic and responsive to the adjoining riverine environment.



Recommendation 14

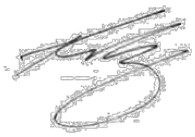
Provide for additional deep soil planting both through the site and at interfaces with the river and adjoining parks to the satisfaction of Council.

CONCLUSION

102. Substantial reworking of the development is required to achieve a satisfactory outcome on this site that appropriately balances the provision of higher density communities and the necessary leverage of existing open space networks with complimentary new spaces and places to facilitate an appropriate expanded shared network. The arrangement of the development currently amplifies bulk and scale in a manner inappropriate in both a policy and physical context given the sites sensitive location abutting the River and Parklands.
103. I am confident that the consultant team has the capacity to address the issues, but they are substantive. The current configuration is not in my view acceptable and substantial change is necessary or a refusal should be issued on urban design grounds.

DOCUMENTS FORMING THE BASIS OF THIS REPORT

> Architectural plans prepared by Bates Smart Pty Ltd
> Urban context report prepared by Bates Smart Pty Ltd
> Landscape plan prepared by Arcadia Pty Ltd
> Transport Impact Assessment prepared by Stantec Australia Pty Ltd
> Arboriculture Assessment prepared by Rob Galbraith & Associates
> Waste Management Plan prepared by WSP
> Sustainability Management Plan prepared by Stantec Australia Pty Ltd.



Prepared by Robert McGauran

Attachment 6 - PLN21/0836 - Referral comments on Original Plans (consolidated)

Strategic Transport Formal Referral Response

Application Information	
Referral Officer	MALLISP
Officer	Philip Mallis
Council Reference	PLN21/0836
Address	25 River Bvd, Richmond VIC 3121
Proposal	Development plan approval pursuant to Schedule 1 (Victoria Gardens Comprehensive Development) of the Comprehensive Development Zone (clause 37.02 of the Yarra Planning Scheme) for the construction of six (6) buildings, to a maximum height of seven (7) storeys, to provide 494 dwellings and one level of basement car parking (201 cars).
Comments Sought	This is the link to the Statutory Planning Referral memo: D22/83361 - IREF22/00479 - Internal Referral Formal Request

Council's Strategic Transport unit provides the following information which is based on the information provided in the Statutory Planning referral request memo referenced above.

Comments

Bicycle Parking Provision

Statutory Requirement

Under the provisions of Clause 52.34-3 of the Yarra Planning Scheme, the development's bicycle parking requirements are as follows:

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Dwellings	494 dwellings	In developments of four or more storeys, 1 resident space to each 5 dwellings	99 resident spaces	
		In developments of four or more storeys, 1 visitor space to each 10 dwellings	49 visitor spaces.	
Bicycle Parking Spaces Total			**99 resident spaces**	**494 resident spaces**
			49 visitor spaces	**? visitor spaces**
Showers / Change rooms		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	**0 showers / change rooms**	**0 showers / change rooms**

The development provides a total of 395 additional resident/employee spaces and an unknown number of visitor spaces.

Adequacy of visitor spaces

An unknown number of spaces are noted as visitor bicycle parking spaces.

- No specific number of visitor spaces is included in the Transport Impact Assessment. These must be provided before a recommendation can be made from Strategic Transport.
- Pursuant to Clause 52.34-3 all visitor spaces must be provided at a bicycle rail.

Adequacy of resident spaces

Number of spaces

Whilst the proposal includes a surplus of 395 resident spaces above the requirements of the planning scheme, it is noted:

- A reduction of 536 car parking spaces is sought (28% of the statutory requirement). The proposal to not tie car parking spaces to specific dwellings automatically is supported.
- The subject site is located in an inner-urban area with already high cycling-to-work demand, and trends indicate demand will continue to increase; and
- both local and state planning policies include objectives to promote sustainable transport modes, including cycling.

Design and location of resident spaces and facilities

Employee and resident spaces are inadequately located and designed for the following reasons:

- No spaces are not located within a secure facility. Pursuant to Clause 52.34-3 & Australian Standard AS2890.3 bicycle spaces for residents and employees must be provided in a bicycle locker, or in a lockable compound. A secure car park does not constitute a lockable compound.
- The proposed separate bike access ramp is welcomed. However, insufficient details are provided on the plans to assess widths, swept paths and other information required for Strategic Transport to make an assessment.
- The location of the loading zone at the end of the bike access ramp is not supported. If a truck or van is using the space, this creates a blind spot for bikes wishing to access three of the four bicycle parking areas. In addition, it creates a choke point and would be prone to being blocked by people and goods related to the loading zone.
- The location of the bulk of the resident bicycle parking is far away from the bicycle access ramp. It is recommended that these be moved as close as possible to the access ramp. Pursuant to AS2890.3, access should be provided from the nearest or most convenient roadway to the parking facility such that a bicycle may be ridden to a point typically not more than 30 metres away from the facility.
- None of the proposed residential bicycle parking is proposed to be on ground.
- Details are requested on the surface treatment of the bicycle access ramp to prevent skids and any colour delineation.
- Two types of vertical bicycle racks are proposed. The locations of each are not indicated on the plans and is not clear.
- Aisle widths of less than 2000mm in Bicycle Parking Zones 1, 2 and 3 are not appropriate or supported. Pursuant to AS2890.3, an access aisle width of at least 2000mm should be provided in front of each multi-tier parking system to enable the bicycle to be moved in and out of the system. A standard bicycle is 1800mm in length.

Electric vehicles

Council's BESS guidelines encourage the use of fuel efficient and electric vehicles (EV).

Provision of 19 EV charging points is shown on plans as being included in each basement. Whilst this is supported, more car parking areas should be electrically wired to be 'EV ready'. A minimum 40A single phase electrical sub circuit should be installed to these areas for this purpose.

It is noted in 4.3.5. of the Transport Impact Assessment that electric bicycle charging will be provided. This is supported. More details are needed on the number, location and other details of this arrangement.

Car share

It is noted that the applicant intends to partner with a car share provider. Council is prepared to assist where possible to facilitate these discussions.

Green Travel Plan

Recommend removing "Produce a map showing more leisurely bicycle routes" item from Table 5.1 of the Transport Impact Assessment.

Yarra's key bicycle corridors

The site is located adjacent to several key bicycle corridors – Burnley Street (C2) and Victoria Street/Walmer Street Bridge (C1).

Yarra's Bicycle Lanes

Opportunity to improve on-road bike lanes on River Boulevard to improve safety, e.g. physical protection of bike lanes.

City Works

Relevant to this business unit and this application, the following capital works are approved / proposed within the area of the subject site (as relevant to the planning application):

None from Strategic Transport.

Recommendations

The following should be shown on the plans before endorsement:

1. The number, specifications and locations of visitor bicycle parking; and:
    a. All visitor bicycle parking provided in a location easily accessed by visitors to the site; and
    b. All visitor bicycle parking facilities to be ground level (horizontal) spaces.
2. Dimensions of all relevant access ways, including the bike access ramp, noted to demonstrate compliance with Australian Standard AS2890.3 or to the satisfaction of the Responsible Authority.
3. All resident bicycle parking facilities to include a minimum of 20% of ground level (horizontal) spaces.
4. Relocation or redesign of the loading zone at the southern end of the bike access ramp to remove blind spots and access impediments.

1

5. Relocation of Bicycle Parking Areas 2,3 and 4 to be as close as possible to the base of the bike access ramp.
6. Locations of each type of bicycle parking mechanism to be indicated on the plans.
7. Reference to a minimum 40A single phase electrical sub circuit should be installed to the car park areas for 'EV readiness'.
8.

Principal Strategic Transport Planner (Strategic Transport Unit): MALLISP



Signature:

Date: 19/05/2022

Attachment 6 - PLN21/0836 - Referral comments on Original Plans (consolidated)

ESD Formal Referral Response

Application Information	
Referral Officer	Daniel Herrmann
Officer	Gavin Ashley
Council Reference	PLN21/0836
Address	25 River Blvd, Richmond, VIC 3121
Proposal	Development plan approval pursuant to Schedule 1 (Victoria Gardens Comprehensive Development) of the Comprehensive Development Zone (clause 37.02 of the Yarra Planning Scheme) for the construction of six (6) buildings, to a maximum height of seven (7) storeys to provide 494 dwellings and one level of basement car parking (201 cars).
Comments Sought	This is the link to the Statutory Planning Referral memo: **D22/83464**

Council's ESD Officer provides the following information which is based on the information provided in the Statutory Planning referral request memo referenced above.

ESD comments were requested on the following:

- New referral
- Response to previous comments
- SMP

ESD comments were requested on the following:

- Architectural Plans prepared by BatesSmart (18.02.2022)
- Sustainability Management Plan (SMP) prepared by Stantec (Rev 05 – 28.02.2021)
- ESD response to Council prepared by Stantec (23.02.2022)
- Waste Management Plan (WMP) prepared by WSP (Rev 03 – 24.02.2022)
- Stormwater Management Plan prepared by Farrar D (01.03.2022)
- Landscape Architectural Report prepared by Arcadia (28.02.2022)
- Previous [internal] ESD advice provided by the City of Yarra (23.11.2021)

Comments

The standard of the ESD does not yet meet Council's Environmental Sustainable Design (ESD) standards.

Dear Daniel,

I have reviewed the documentation Stantec and others in relation to the Development Plan for the above property and have provided some comments below in relation to the broader ESD outcomes Council will be seeking for the site. Given the scale and strategic location of the development, we expect the following to be addressed:

1. **All-electric**: Gas is a fossil fuel that prohibits buildings from achieving operational zero carbon. A recent report by the Climate Council has highlighted the negative health impacts of using gas in the home (for cooking), in addition to the impacts on communities across Australia during exploration and extraction. Council has prepared some information on Zero Carbon Developments, with resources and case studies to assist applicants. *The development is proposing an all-electric, gas-free approach with 100% of off-site energy sourced from renewable sources.*

2. **Electric Vehicle support**: As Australia is transitioning towards electric vehicles, apartment buildings will play a crucial role in providing the infrastructure to assist the transition through the provision of EV charging across a % of car parks, with pre-wiring to allow residents to install their own charging infrastructure at a later date highly recommended. Future capability of vehicle-to-grid will further allow electric vehicles to be viewed as mobile batteries that can help balance out electricity network fluctuations. *The development has indicated EV charging infrastructure, however, has not provided specific details in terms of % of car parks serviced, or pre-wiring for future connections.*

3. **Active Transport**: Aligned to a reduction of transport related emissions, we expect that the precinct will support a strong move to sustainable transport options, adopting a clear hierarchy of pedestrian, cyclist, PT user and then private vehicle. This will involve a strong focus on ease of internal connections, but also linking the site to sustainable transport links more broadly including tram services and the Main Yarra Trail. *The development includes a reduced yield for traditional car parking, substantial bicycle parking and strong connections to the Main Yarra Trail and the street network beyond.*

4. **Integrated water management**: Climate change impacts expected for Melbourne include less overall rainfall, but more extreme weather events. As a result, it is critical that we're designing our buildings and precincts to capture and re-use as much rainwater as possible for non-potable uses such as toilet flushing, irrigation and bin wash-down for example. Given the sites location alongside the Birrarung (Yarra River) there is an increased expectation to minimise stormwater flows and ensure stormwater leaving the site is of a high quality. *The development has addressed these concerns through the inclusion of 200-kL of rainwater storage, detention tanks and raingardens to reduce flows*

below pre-development levels and exceed the Best Practice Environmental Management Guideline targets for water quality.

5. **Embodied carbon**: Globally, the materials and construction activities associated with development – called embodied carbon – are responsible for 11% of GHG emissions. While the site is currently vacant with no opportunity to re-use or re-purpose building elements on site, focus on high impact low-embodied materials and processes is expected and should be communicated through the relevant documentation. *The development has committed to a 10% reduction in 'up front' carbon (as per GS Buildings minimum expectation), however it is suggested this be increased to 30% as per the credit achievement to show leadership among the development community in Melbourne.*

6. **Circular Economy**: Linked to the above, but focusing more on enabling operational practices, there is significant opportunity to design and facilitate waste management with very high levels of landfill diversion. Given the scale of the development there is opportunity to optimise collection arrangements to reduce amenity impacts, but also to collect non-core streams to make the most of post-consumer materials in a circular economy. There are also opportunities to divert resources from landfill and into higher-value streams through: design (of 'waste' rooms and access by occupants), communications (embedded within a *building users guide* for example), partnerships (with companies working with post-consumer resources) and monitoring (to ensure strategies are delivering circular economy outcomes). *The development has committed to a 90% construction waste target in addition to including multiple 'non-core' waste streams such as: glass, organics, and hard/e-waste for residents, and cardboard, glass and organics for the café.*

7. **Urban heat**: Much like the expected reduction in annual rainfall, climate change is also increasing the average temperature and causing more heatwave events. These heat impacts are exacerbated in urban environments due to the high-mass, impermeable materials (glass, concrete and steel) that absorb and release heat back into the environment. This can be mitigated through a number of strategies, from light coloured external materials with high Solar Reflective index (SRI) values, incorporating shade to exposed high-mass elements and for pedestrian routes (either through vegetation or building elements), and the inclusion of water (via WSUD features) to facilitate evapotranspiration (when water cools ambient air temperatures). *The development has committed to strategies across 75% of the site area to mitigate urban heat, and claims mature canopy cover will reach 19.74%.*

An assessment of development against the SDAPP framework is provided below.

Should a permit be issued, the following ESD commitments (1) and deficiencies (2) should be conditioned as part of a planning permit to ensure Council's ESD standards are fully met

Furthermore it is recommended that all ESD commitments (1), deficiencies (2) and the outstanding information (3) are addressed in an updated SMP report and are clearly shown on Condition 1 drawings. ESD improvement opportunities (4) have been summarised as a recommendation to the applicant

(1) Applicant ESD Commitments

- The development achieves 5-star Green Star Buildings certification (SMP, p. 2).
- 5-star NABERS for all common areas (SMP, p. 2).
- 7 Star NatHERS average all apartments with no individual dwelling less than 5.5 Star (SMP, p. 2).
- Commitment to reduced upfront carbon emissions by 10% via material emission reduction compared to a reference building case (SMP, p. 2).
- All electric, gas-free building with 100% of off-site energy sourced from renewable sources (SMP, p. 3).
- A total of 40kW solar PV (two 20kW systems) proposed (SMP, p. 3).
- Efficient electric building services including heat pumps for domestic hot water, high efficiency lifts and LED lighting with integrated building automation for optimised energy performance (SMP, p. 3).

(2) Application ESD Deficiencies

- List as appropriate

(3) Outstanding Information

- Provide daylight modelling, including a sample of lower level apartments with restricted outlook (i.e. 1.00.011, 1.00.001, 3.00.001, 3.00.013, 4.00.001, 6.00.009).
- Clarify reduction in peak heating and cooling associated with building and services design.
- Clarify external shading treatment for bedrooms and living areas along the North and West facades.
- Confirm HVAC system for building (consider 3 pipe VRF).
- Clarify carpark ventilation strategy.
- Provide more details regarding efficient lighting such as illumination power density and common area strategies to reduce energy demand.
- Update rooftop plans to indicate location, size and number of panels per PV system.
- Clarify how water reduction has been calculated.
- Clarify misalignment between SMP and plans which details a total of 200-kL storage, while the SWMP/MUSIC model indicates a total of 120kL and amend accordingly.
- Provide more information on the OceanGuard and Jellyfish filtration devices included within the MUSIC model.

- Clarify the inclusion of recycled materials (i.e. bricks) or products with post-consumer content (i.e. insulation).
- Confirm whether upfront carbon will be measured via a Life Cycle Assessment pathway or using the Upfront Carbon Emissions Calculator, and provide details on how these reductions will be achieved (i.e. portland cement reduction).
- Confirm that all timber will be recycled or from accredited sustainably harvested plantation sources (FSC or similar).
- Confirm whether PVC will be included in hazardous materials survey, and if not consider best-practice strategies to reducing or replacing PVC components.
- Clarify misalignment between bike parks and amend SMP accordingly. P. 4 and p.16
- Clarify whether any EoT facilities will be provided for the employees of the ground level F&B outlet.
- Clarify whether car share details are to be included in a Building Users Guide (if provided).
- Clarify whether EV charging infrastructure is to be incorporated into the development. Noting at a minimum pre-wiring for future charging should be provided.
- Provide a Green Travel Plan / Sustainable Transport Plan with performance targets and monitoring and reporting components included.
- Clarify provision of waste chutes for south-west core, as basement plans are unclear (TP03.B01).
- Provide more details around heat resilience strategies (i.e. high SRI external finishes). Ensure materials schedule and Landscape Plan are amended to reflect any changes.
- Confirm whether a Building Users Guide explaining optimal usage of building services to minimise energy and water consumption will be provided.

(4) ESD Improvement Opportunities

- Consider increasing canopy cover target to 21+% as per the City of Yarra's Urban Forest Strategy target
- Consider 6-star WELS taps.
- Consider a small pallet of materials and construction techniques that can assist in disassembly.
- Consider additional streams / collection such as soft plastics.
- Consider providing a Green Factor scorecard to confirm vegetation coverage.

Recommendations

Having reviewed the documentation, the applicant is required to address the items above listed as ESD deficiencies (2) and Outstanding Information (3) – and is strongly encouraged to incorporate the ESD improvement Opportunities where practical.

ESD Officer: ASHLEYG

Signature: Gavin Ashley

Attachment 6 - PLN21/0836 - Referral comments on Original Plans (consolidated)

Date: 03.05.2022

Attachment 6 - PLN21/0836 - Referral comments on Original Plans (consolidated)



Applicant Response Guidelines

Project Information:

Applicants should state the property address and the proposed development's use and extent. They should describe neighbouring buildings that impact on or may be impacted by the development. It is required to outline relevant areas, such as site permeability, water capture areas and gross floor area of different building uses. Applicants should describe the development's sustainable design approach and summarise the project's key ESD objectives.

Environmental Categories:

Each criterion is one of the 10 Key Sustainable Building Categories. The applicant is required to address each criterion and demonstrate how the design meets its objectives.

Objectives:

Within this section the general intent, the aims and the purposes of the category are explained.

Issues:

This section comprises a list of topics that might be relevant within the environmental category. As each application responds to different opportunities and constraints, it is not required to address all issues. The list is non-exhaustive and topics can be added to tailor to specific application needs.

Assessment Method Description:

Where applicable, the Applicant needs to explain what standards have been used to assess the applicable issues.

Benchmarks Description:

The applicant is required to briefly explain the benchmark applied as outlined within the chosen standard. A benchmark description is required for each environmental issue that has been identified as relevant.

How does the proposal comply with the benchmarks?

The applicant should show how the proposed design meets the benchmarks of the chosen standard through making references to the design brief, drawings, specifications, consultant reports or other evidence that proves compliance with the chosen benchmark.

ESD Matters on Architectural Drawings:

Architectural drawings should reflect all relevant ESD matters where feasible. As an example, window attributes, sun shading and materials should be noted on elevations and finishes schedules, water tanks and renewable energy devices should be shown on plans. The site's permeability should be clearly noted. It is also recommended to indicate water catchment areas on roof- or site plans to confirm water re-use calculations.

Attachment 6 - PLN21/0836 - Referral comments on Original Plans (consolidated)



ESD in the Planning Permit Application Process

Yarra City Council's planning permit application process includes Environmentally Sustainable Development (ESD) considerations. This is now supported by the ESD Local Policy Clause 22.17 of the Yarra Planning Scheme, entitled *Environmentally Sustainable Development.*

The Clause 22.17 requires all eligible applications to demonstrate best practice in ESD, supported by the Built Environment Sustainability Scorecard (BESS) web-based application tool, which is based on the Sustainable Design Assessment in the Planning Process (SDAPP) program.

As detailed in Clause 22.17, this application is a 'large' planning application as it meets the category Non-r*esidential 1. 1,000m^2 or greater*.

What is a Sustainable Management Plan (SMP)?

An SMP is a detailed sustainability assessment of a proposed design at the planning stage. An SMP demonstrates best practice in the 10 Key Sustainable Building Categories and;

- Provides a detailed assessment of the development. It may use relevant tools such as BESS and STORM or an alternative assessment approach to the satisfaction of the responsible authority; and
- Identifies achievable environmental performance outcomes having regard to the objectives of Clause 22.17 (as appropriate); and
- Demonstrates that the building has the design potential to achieve the relevant environmental performance outcomes, having regard to the site's opportunities and constraints; and
- Documents the means by which the performance outcomes can be achieved.

An SMP identifies beneficial, easy to implement, best practice initiatives. The nature of larger developments provides the opportunity for increased environmental benefits and the opportunity for major resource savings. Hence, greater rigour in investigation is justified. It may be necessary to engage a sustainability consultant to prepare an SMP.

Assessment Process:

The applicant's town planning drawings provide the basis for Council's ESD assessment. Through the provided drawings and the SMP, Council requires the applicant to demonstrate best practice.

1. Indoor Environment Quality (IEQ)

Objectives:

- to achieve a healthy indoor environment quality for the wellbeing of building occupants.
- to provide a naturally comfortable indoor environment will lower the need for building services, such as artificial lighting, mechanical ventilation and cooling and heating devices.

Issues	Applicant's Design Responses	Council Comments	CAR*
Natural Ventilation and Night Purging	2 GS credits claimed for 'Clean Air', noting Residential units to be naturally ventilated (SMP, p. 22). The plans show operable window details (TP09.00-01).	Satisfactory.	1
Daylight & Solar Access	The ESD memo provided by Stantec claims compliance against the BCA standards for natural light, and anticipates achievement of GS Buildings v1 requirements.	Provide daylight modelling, including a sample of lower level apartments with restricted outlook (i.e. 1.00.011, 1.00.001, 3.00.001, 3.00.013, 4.00.001, 6.00.009).	3
External Views	GS credit 'Connection to Nature' has been claimed, indicating views to external landscaping (SMP, p. 23).	Satisfactory.	1
Hazardous Materials and VOC	Low VOC, formaldehyde and a hazardous material survey a minimum requirement of GS Buildings (SMP, p. 23).	Satisfactory.	1
Thermal Comfort	Mixed mode ventilation, double glazing and building fabric.	Satisfactory.	1

* **Council Assessment Ratings:**

1 – Design Response is SATISFACTORY
2 – Design Response is NOT SATISFACTORY
3 – MORE INFORMATION is required
4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:

SDAPP Fact Sheet: 1. Indoor Environment Quality
Good Environmental Choice Australia Standards www.geca.org.au
Australian Green Procurement www.greenprocurement.org
Residential Flat Design Code www.planning.nsw.gov.au
Your Home www.yourhome.gov.au

2. Energy Efficiency

Objectives:

- to ensure the efficient use of energy
- to reduce total operating greenhouse emissions
- to reduce energy peak demand
- to minimize associated energy costs

Issues	Applicant's Design Responses	Council Comments	CAR*
NCC Energy Efficiency Requirements	10% improvement on NCC 2019 energy efficiency standards outside of residential dwellings (SMP, p. 4). Preliminary building fabric properties are provided, noting that 'building fabric is to be adjusted to maintain the proposed energy target' (SMP, p. 11).	Satisfactory.	1
Thermal Performance	7 Star NatHERS average all apartments with no individual dwelling less than 5.5 Star, and preliminary modelling provided (SMP, p. 29). Furthermore, the ESD memo from Stantec explains that the options put forward for the previously non-compliant dwellings will be incorporated.	Satisfactory.	1
Greenhouse Gas Emissions	A commitment to a Zero Carbon Action Plan is proposed, and a 10% reduction in embodied carbon claimed, no specific GHG emissions reductions (based on building fabric against a reference case) are provided (SMP, p. 3).	Satisfactory.	1
Hot Water System	Heat pumps for domestic hot water have been identified (SMP, p. 5).	Satisfactory.	1
Peak Energy Demand	No information has been provided.	Clarify reduction in peak heating and cooling associated with building and services design.	3
Effective Shading	Balconies are largely used throughout to shade living areas – with internal facing apartments provide with privacy screen which can also assist with shading, however there are some exposed bedrooms and living areas along the North and West facades.	Clarify external shading treatment for bedrooms and living areas along the North and West facades.	3

Efficient HVAC system	No information has been provided.	Confirm HVAC system for building (consider 3 pipe VRF).	3
Car Park Ventilation	No information has been provided.	Clarify carpark ventilation strategy.	3
Efficient Lighting	The use of LEDs and flicker-free lighting with a Colour Rendering Index (CRI) of 85 (SMP, p. 15).	Provide more details regarding efficient lighting such as illumination power density and common area strategies to reduce energy demand.	3
Electricity Generation	The proposal will include on-site solar PV provision (min. 40kW provision – 2x20kW systems) (SMP, p. 5).	Update rooftop plans to indicate location, size and number of panels per PV system.	3
Other			

* **Council Assessment Ratings:**

1 – Design Response is SATISFACTORY
2 – Design Response is NOT SATISFACTORY
3 – MORE INFORMATION is required
4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:

SDAPP Fact Sheet: 2. Energy Efficiency
House Energy Rating www.makeyourhomegreen.vic.gov.au
Building Code Australia www.abcb.gov.au
Window Efficiency Rating Scheme (WERS) www.wers.net
Minimum Energy Performance Standards (MEPS) www.energyrating.gov.au
Energy Efficiency www.resourcesmart.vic.gov.au

3. Water Efficiency

Objectives:

- to ensure the efficient use of water
- to reduce total operating potable water use
- to encourage the collection and reuse of rainwater and stormwater
- to encourage the appropriate use of alternative water sources (e.g. grey water)
- to minimise associated water costs

Issues	Applicant's Design Responses	Council Comments	CAR*
Minimising Amenity Water Demand	Minimum WELS star rating of fixtures: (SMP, p. 15). • Taps: 5-star • Toilets: 4-star • Showers: 3-star • Dishwashers 5-star	Consider 6-star WELS taps.	4
Water for Toilet Flushing	2x 100kL rainwater tank will be installed that is connected to sources of re-use such as toilets and landscape irrigation (SMP, p. 15).	Satisfactory.	1
Water Meter	No information has been provided.	Clarify extent and granularity of metering (water and otherwise) strategy.	1
Landscape Irrigation	Irrigation serviced by rainwater collection, with sub-surface drip irrigation and species selected for low water use (SMP, p. 25).	Satisfactory.	1
Other	The SMP claims reduced overall demands for potable water – min. 40% demand reduction compared to reference case building (SMP, p. 3).	Clarify how water reduction has been calculated.	3

* **Council Assessment Ratings:**

1 – Design Response is SATISFACTORY
2 – Design Response is NOT SATISFACTORY
3 – MORE INFORMATION is required
4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:

SDAPP Fact Sheet: 3. Water Efficiency
Water Efficient Labelling Scheme (WELS) www.waterrating.gov.au
Water Services Association of Australia www.wsaa.asn.au
Water Tank Requirement www.makeyourhomegreen.vic.gov.au
Melbourne Water STORM calculator www.storm.melbournewater.com.au
Sustainable Landscaping www.ourwater.vic.gov.au

4. Stormwater Management

Objectives:

- to reduce the impact of stormwater runoff
- to improve the water quality of stormwater runoff
- to achieve best practice stormwater quality outcomes
- to incorporate Water Sensitive Urban Design principles

Issues	Applicant's Design Responses	Council Comments	CAR*
STORM Rating	A MUSIC model has been submitted within the Stormwater Management Plan, which relies on various rainwater tanks, filtration devices (4x OceanGuard and 1x Jellyfish), detention tanks and bioretention before reuse and discharge (SWMP, p. 9).	Clarify misalignment between SMP and plans which details a total of 200-kL storage, while the SWMP/MUSIC model indicates a total of 120kL and amend accordingly.	3
Discharge to sewer	The MUSIC model indicates 3 legal discharge points and reduction post-development outflows using detention tanks (SWMP, p. 12).	Satisfactory	1
Stormwater Diversion	The site has a total impervious catchment of 1.70 hectares, with 3,700 sqm catchment for the North and South roof areas (respectively) SWMP, p. 9).	Satisfactory	1
Stormwater Detention	The SMP and plans indicate 200kL of rainwater storage, while the SWMP and MUSIC model indicate a total of 120kL.	As above.	3
Stormwater Treatment	Rainwater storage for roof run-off, with 50 sqm of bioretention basins and raingardens for overflow and run-off from paved and road areas (SWMP, p. 6).	Provide more information on the OceanGuard and Jellyfish filtration devices included within the MUSIC model.	3
Others			

* **Council Assessment Ratings:**

1 – Design Response is SATISFACTORY
2 – Design Response is NOT SATISFACTORY
3 – MORE INFORMATION is required
4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:

SDAPP Fact Sheet: 4. Stormwater Management
Melbourne Water STORM calculator www.storm.melbournewater.com.au
Water Sensitive Urban Design Principles www.melbournewater.com.au
Environmental Protection Authority Victoria www.epa.vic.gov.au
Water Services Association of Australia www.wsaa.asn.au
Sustainable Landscaping www.ourwater.vic.gov.au

5. Building Materials

Objectives:

- to minimise the environmental impact of materials used by encouraging the use of materials with a favourable lifecycle assessment

Issues	Applicant's Design Responses	Council Comments	CAR*
Reuse of Recycled Materials	No information has been provided.	Clarify the inclusion of recycled materials (i.e. bricks) or products with post-consumer content (i.e. insulation).	3
Embodied Energy of Concrete and Steel	A minimum requirement of GS credit 'upfront carbon emissions' is a 10% reduction in embodied carbon against a reference building (SMP, p. 24).	Confirm whether upfront carbon will be measured via a Life Cycle Assessment pathway or using the Upfront Carbon Emissions Calculator, and provide details on how these reductions will be achieved (i.e. portland cement reduction).	3
Sustainable Timber	No information has been provided.	Confirm that all timber will be recycled or from accredited sustainably harvested plantation sources (FSC or similar).	3
Design for Disassembly	No information has been provided.	Consider a small pallet of materials and construction techniques that can assist in disassembly.	4
PVC	No information has been provided.	Confirm whether PVC will be included in hazardous materials survey, and if not consider best-practice strategies to reducing or replacing PVC components.	3

* **Council Assessment Ratings:**

1 – Design Response is SATISFACTORY
2 – Design Response is NOT SATISFACTORY
3 – MORE INFORMATION is required
4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:

SDAPP Fact Sheet: 5. Building Materials
Building Materials, Technical Manuals www.yourhome.gov.au
Embodied Energy Technical Manual www.yourhome.gov.au
Good Environmental Choice Australia Standards www.geca.org.au
Forest Stewardship Council Certification Scheme www.fsc.org
Australian Green Procurement www.greenprocurement.org

6. Transport

Objectives:

- to minimise car dependency
- to ensure that the built environment is designed to promote the use of public transport, walking and cycling

Issues	Applicant's Design Responses	Council Comments	CAR*
Minimising the Provision of Car Parks	A total of 201 parking spaces provided for 494 apartments (SMP, p. 6).	Satisfactory.	1
Bike Parking Spaces	526 bicycle parking spaces provided, however SMP states 526 (p. 4) and 500 (p. 16) spaces provided.	Clarify misalignment between bike parks and amend SMP accordingly. P. 4 and p.16	3
End of Trip Facilities	No information has been provided.	Clarify whether any EoT facilities will be provided for the employees of the ground level F&B outlet.	3
Car Share Facilities	No information has been provided.	Clarify whether car share details are to be included in a Building Users Guide (if provided).	3
Electric vehicle charging	The SMP states that The building has provision for EV charging capabilities, however no specific yield % or commitment to pre-wiring has been identified.	Clarify whether EV charging infrastructure is to be incorporated into the development. Noting at a minimum pre-wiring for future charging should be provided.	3
Green Travel Plan	No GTP has been provided, with the SMP confirming that a Sustainable Transport Plan will be developed (SMP, p. 16).	Provide a Green Travel Plan / Sustainable Transport Plan with performance targets and monitoring and reporting components included.	3

* **Council Assessment Ratings:**

1 – Design Response is SATISFACTORY
2 – Design Response is NOT SATISFACTORY
3 – MORE INFORMATION is required
4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:

SDAPP Fact Sheet: 6. Transport
Off-setting Car Emissions Options www.greenfleet.com.au
Sustainable Transport www.transport.vic.gov.au/doi/internet/icy.nsf
Car share options www.yarracity.vic.gov.au/Parking-roads-and-transport/Transport-Services/Carsharing/
Bicycle Victoria www.bv.com.au

7. Waste Management

Objectives:

- to ensure waste avoidance, reuse and recycling during the design, construction and operation stages of development
- to ensure long term reusability of building materials.
- to meet Councils' requirement that all multi-unit developments must provide a Waste Management Plan in accordance with the *Guide to Best Practice for Waste Management in Multi-unit Developments 2010*, published by Sustainability Victoria

Issues	Applicant's Design Responses	Council Comments	CAR*
Construction Waste Management	A credit achievement for 'responsible construction' has been claimed, indicating a 90% demolition and construction waste target (SMP, p. 20).	Satisfactory	1
Operational Waste Management	An operational Waste Management Plan (WMP) has been provided, with a 91 sqm bin room and MRV loading zone located on ground level. In addition, there are 4x chute and bin locations adjacent each lift core for resident disposal.	Clarify provision of waste chutes for south-west core, as basement plans are unclear (TP03.B01).	3
Storage Spaces for Recycling and Green Waste	The waste strategy covers: general waste, commingled, glass, organics, and hard/e-waste for residents, and general waste, commingled, cardboard, glass and organics for the café (WMP, p. 5).	Consider additional streams / collection such as soft plastics.	4
Others		Satisfactory	

* **Council Assessment Ratings:**

1 – Design Response is SATISFACTORY
2 – Design Response is NOT SATISFACTORY
3 – MORE INFORMATION is required
4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:

SDAPP Fact Sheet: 7. Waste Management
Construction and Waste Management www.sustainability.vic.gov.au
Preparing a WMP www.epa.vic.gov.au

Waste and Recycling www.resourcesmart.vic.gov.au
Better Practice Guide for Waste Management in Multi-Unit Dwellings (2002) www.environment.nsw.gov.au
Waste reduction in office buildings (2002) www.environment.nsw.gov.au

8. Urban Ecology

Objectives:

- to protect and enhance biodiversity
- to provide sustainable landscaping
- to protect and manage all remnant indigenous plant communities
- to encourage the planting of indigenous vegetation

Issues	Applicant's Design Responses	Council Comments	CAR*
On Site Topsoil Retention	The site is currently vacant and un-developed.	Substantial ground level vegetation and native tree plantings are proposed.	n/a
Maintaining / Enhancing Ecological Value	The 'biodiversity enhancement' credit requires (min) 15% of site area for landscaping, with current estimates at a (min) 24% and confirmation of a Biodiversity Management Plan to be developed by qualified specialist (SMP, p. 27).	Satisfactory. Consider providing a Green Factor scorecard to confirm vegetation coverage.	1 / 4
Heat Island Effect	The SMP indicates GS credit 'heat resilience' and 75% of site area comprising of strategies that reduce the heat island effect (SMP, p. 24). The Landscape Plan indicates that at mature growth, a 19.74% canopy cover for the site can be achieved (LP, p. 55).	Provide more details around heat resilience strategies (i.e. high SRI external finishes). Ensure materials schedule and Landscape Plan are amended to reflect any changes. Also consider increasing canopy cover target to 21+% as per the City of Yarra's Urban Forest Strategy target.	3 / 4
Green wall, roofs, facades	The landscape strategy includes various areas of climbing vegetation, and has three rooftop terraces with vegetation plantings.	Satisfactory.	1

* **Council Assessment Ratings:**

1 – Design Response is SATISFACTORY
2 – Design Response is NOT SATISFACTORY
3 – MORE INFORMATION is required
4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:

SDAPP Fact Sheet: 8. Urban Ecology
Department of Sustainability and Environment www.dse.vic.gov.au

Australian Research Centre for Urban Ecology www.arcue.botany.unimelb.edu.au
Greening Australia www.greeningaustralia.org.au
Green Roof Technical Manual www.yourhome.gov.au

9. Innovation

Objective:

- to encourage innovative technology, design and processes in all development, which positively influence the sustainability of buildings

Issues	Applicant's Design Responses	Council Comments	CAR*
Overall	No innovation credits have been claimed thus far.	-	

* **Council Assessment Ratings:**

1 – Design Response is SATISFACTORY
2 – Design Response is NOT SATISFACTORY
3 – MORE INFORMATION is required
4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:

SDAPP Fact Sheet: 9. Innovation
Green Building Council Australia www.gbca.org.au
Victorian Eco Innovation lab www.ecoinnovationlab.com
Business Victoria www.business.vic.gov.au
Environment Design Guide www.environmentdesignguide.com.au

10. Construction and Building Management

Objective:

- to encourage a holistic and integrated design and construction process and ongoing high performance

Issues	Applicant's Design Responses	Council Comments	CAR*
Building Tuning	Following practical completion and prior to occupation, the client will commit to a tuning process for all building systems, which includes quarterly adjustments and measurement for the first 12 months after occupation and a review of building system manufacturer warranties, undertaken by ICA (SMP, p. 14).	Satisfactory.	1
Building Users Guide	No information has been provided.	Confirm whether a Building Users Guide explaining optimal usage of building services to minimise energy and water consumption will be provided.	3
Contractor has Valid ISO14001 Accreditation	Head Contractor to comply with ISO 14001 & implement EMS on site (SMP, p. 21).	Satisfactory	1
Construction Management Plan	As above.	Satisfactory	1
Others		Satisfactory	

* **Council Assessment Ratings:**

1 – Design Response is SATISFACTORY
2 – Design Response is NOT SATISFACTORY
3 – MORE INFORMATION is required
4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:

SDAPP Fact Sheet: 10. Construction and Building Management
ASHRAE and CIBSE Commissioning handbooks

International Organization for standardization – ISO14001 – Environmental Management Systems

Keeping Our Stormwater Clean – A Builder's Guide www.melbournewater.com.au

Attachment 6 - PLN21/0836 - Referral comments on Original Plans (consolidated)

Sustainable Management Plan (SMP)
for planning applications being considered by Yarra Council



Applicant Response Guidelines

Project Information:

Applicants should state the property address and the proposed development's use and extent. They should describe neighbouring buildings that impact on or may be impacted by the development. It is required to outline relevant areas, such as site permeability, water capture areas and gross floor area of different building uses. Applicants should describe the development's sustainable design approach and summarise the project's key ESD objectives.

Environmental Categories:

Each criterion is one of the 10 Key Sustainable Building Categories. The applicant is required to address each criterion and demonstrate how the design meets its objectives.

Objectives:

Within this section the general intent, the aims and the purposes of the category are explained.

Issues:

This section comprises a list of topics that might be relevant within the environmental category. As each application responds to different opportunities and constraints, it is not required to address all issues. The list is non-exhaustive and topics can be added to tailor to specific application needs.

Assessment Method Description:

Where applicable, the Applicant needs to explain what standards have been used to assess the applicable issues.

Benchmarks Description:

The applicant is required to briefly explain the benchmark applied as outlined within the chosen standard. A benchmark description is required for each environmental issue that has been identified as relevant.

How does the proposal comply with the benchmarks?

The applicant should show how the proposed design meets the benchmarks of the chosen standard through making references to the design brief, drawings, specifications, consultant reports or other evidence that proves compliance with the chosen benchmark.

ESD Matters on Architectural Drawings:

Architectural drawings should reflect all relevant ESD matters where feasible. As an example, window attributes, sun shading and materials should be noted on elevations and finishes schedules, water tanks and renewable energy devices should be shown on plans. The site's permeability should be clearly noted. It is also recommended to indicate water catchment areas on roof- or site plans to confirm water re-use calculations.

Attachment 6 - PLN21/0836 - Referral comments on Original Plans (consolidated)

Civil Works
Formal Referral Response

Application Information	
Referral Officer	USERID
Officer	Atha Athanasi
Council Reference	PLN21/0836
Address	25 River Bvd, Richmond VIC 3121
Proposal	Development plan approval pursuant to Schedule 1 (Victoria Gardens Comprehensive Development) of the Comprehensive Development Zone (clause 37.02 of the Yarra Planning Scheme) for the construction of six (6) buildings, to a maximum height of seven (7) storeys, to provide 494 dwellings and one level of basement car parking (201 cars).

Council's Civil Works Unit provides the following information which is based on the information provided in the Statutory Planning referral request memo referenced above.

Civil Works were requested to make comment on the submitted Waste Management Plan (WMP).

Comments and Recommendations

The waste management plan for 25-35 River Boulevard, Richmond authored by WSP and dated 24/2/22 is satisfactory from a City Works Branch's perspective.

Engineer: USERID

Signature: Atha Athanasi

Date:28/4/2022

Attachment 6 - PLN21/0836 - Referral comments on Original Plans (consolidated)

Open Space Design
Formal Referral Response

Application Information	
Referral Officer	USERID
Officer	Fiona O'Byrne
Council Reference	PLN21/0836
Address	25 River Bvd, Richmond VIC 3121
Proposal	Development plan approval pursuant to Schedule 1 (Victoria Gardens Comprehensive Development) of the Comprehensive Development Zone (clause 37.02 of the Yarra Planning Scheme) for the construction of six (6) buildings, to a maximum height of seven (7) storeys, to provide 494 dwellings and one level of basement car parking (201 cars).

Council's Open Space Design (City Strategy) provides the following information which is based on the information provided in the Statutory Planning referral request memo referenced above.

Council's Open Space Design (City Strategy) were requested to make comments on:

- Landscaping Plan

Comments and Recommendations

I have reviewed the plans submitted by Arcadia Melbourne (revision B – 28/02/22) for the above planning application.

The plans show that landscaping and planting is shown on the ground level, lower ground level and levels 5 & 6 rooftops.

General Design Stratgey

The design strategy starts well with acknowledgement of the Wurundjeri, but then is lacking in any follow through.

Consultant to advise:

- How do they think they have applied their 'indigenous design strategy' as set out on p11?
- Have they met with the Wurundjeri yet for an on-site discussion about what the land means to them? This would be a voluntary engagement with them and sits beyond any CHMP requirements (which I note are exempt for this applicant).
- The landscape narrative is silent on Wurundjeri Woiwurrung cultural heritage and values. The Elders would have reflections to add to the proposed 'water line' and 'geology' theme and other elements.
- There is opportunity for art, sculpture and plantings that express Wurundjeri values etc. The Wurundjeri would guide on this. The proposed 'canopy' in the Central Plaza area is an example of such an opportunity.

River Interface

A visualisation/s of the interface between the the development and the main Yarra Trail is required to properly assess it's visual impact on the river enviroment. The visualisation/s should be taken from a publicly accessible viewpoint along the river trail. It should clearly show:

- the accessible ramp (including the section that protrudes into Annettes's Place);
- the proposed steps;
- propsed concrete blades (height, colour etc.);
- proposed 'naturalistic ponds';
- retaining walls/fences to the ground floor dwellings visible from the Main Yarra Trail;
- proposed tree removals; and
- propoposed new plantings

Ground level landscape plan

Southern lagoon communal space

This proposed private open space interfaces with Annette's Park, immediatley south of the development site. A visualisation of the development from a vantage point within Annette's Place is required to properly assess it's impact on the amenity of the park and determine what additional landscape measures can be taken to improve this interface.

The ground level landscape plan currently shows a pathway/entrance from the lagoon communal space into the park. Clarification is sought as to whether or not this pathway will be accessible to the general public. Currently it appears that it will have a gate and will only be accessible to residents of the development. If this is the case, the pathway/gate into the park is **not** supported.

The 10m wide stormwater easement to the south of the lagoon communal space is planted entirely with groundcovers, which offer limited value in creating a meaningful landscape buffer between the development and the park. Consider moving the basement car park/communal lagoon space 3m further north to allow for tree planting into the ground between the lagoon and the stormwater easement.

In addition, explore the possibility of including some low shrub planting into the landscaped easement area to provide additional interest and habitat (consult with relevant authorities).

River embankment

An accessible ramp is proposed from the rear of the development down to the Main Yarra Trail. The plans indicate that the ramp will be publicly accessible to bicycles and pedestrians and will link into the existing pathway that connects Annette's Place to the Main Yarra Trail.

It is noted that the width of the proposed accessible ramp is 1.8m. However for a 'shared path' the minimum width is generally 2.5m. In the context of the new housing development, population growth in the area, and its direct connection for residents to the increasingly busy Main Yarra Trail, the width of the path should be increased to 2.5m.

Further info is sought on the proposed materiality of the surface of the ramp, as well as the proposed ballastraudes. It is recommended that FRP (Fibreglass Reinforced Polymer) grating be used, as opposed to timber.

Further detail is also required showing how the accessible path meets the terrace at the top of the development (it is not clear on the Landscape Plans). It also appears that part of the ramp will need to be constructed within Annette's Place. Further detail on this interface is required. Also, does the existing pathway from Annette's Place into the Main Yarra Trail meet the minimum 1:14 grade, to make the ramp fully compliant?

The proposed fence between the development and the river embankment is noted on the Architectural Plans as having a 'masonry render'. This fence, and it's location, height etc. should be clearly shown on the Lanscape Plans and a detail of the fence provided. Similarly, a detail of the proposed concrete blades is required, along with their height, finishes etc.

Additional detail on the 'naturalistic ponds' down to the Main Yarra Trail is also required. If they do not serve any stormwater treatment function (and it is noted on the plans that the water will be potable, reticulated water) then we question their purpose.

As a significant number of trees are proposed as being removed along the river embankment, please refer to our Arboriculture and Streetscapes team for review.

Northern Lawn Communal Space

It is noted that the Landscape Plans show four pathway connections to the north of the development site. Clarification is required as to whether or not any of these pathways will be accessible to the general public or only to residents within the development?

River Boulevard Interface

Comments on publicly accessible areas to be provided by Urban Design.

In terms of the private landscaped areas, ensure volumes of growing media are adequate for the plant species proposed (use the ELK soil calculator to determine appropriate species for raised planters).

Lower Ground Level Landscape Plan

No comment provided at this stage, as this space is not publicly accessible.

Levels 5 & 6 rooftop landscape plans

No comment provided at this stage, as this space is not publicly accessible. However ensure volumes of growing media are adequate for the plant species proposed (use the ELK soil calculator to determine appropriate species for raised planters).

Load bearing weights for the building structure need to be checked and confirmed by a suitably qualified structural engineer against the saturated bulk density of soil media, planter box and plant mass being proposed.

Further comments specifically in relation to open space planning

Planning Controls

An assessment of the planning controls relevant to this residential development have identified the following:

- Under Clause 37.02 Schedule 1, residential building development falls under a Section 2 use.
- Clause 71.03-2 notes for a section 2 use the responsible authority must decide whether the proposal will produce acceptable outcomes in terms of the Municipal Planning Strategy, the Planning Policy Framework, the purpose and decision guidelines of the zone and any of the other decision guidelines in Clause 65.
- Clause 65 requires consideration of the Municpal Planning Strategy, the Planning Policy Framework, any matter required to be considered in the zone, overlay or other provision and more specifically, the impact on the environment, amenity of the area, factors likely to contribute to land degradation, the degree of erosion and reduced water quality.

- Within the Planning Policy Framework there are a number of relevant clauses pertaining to the Yarra River that require consideration when making a decision on this development.

Relevant Clauses within the Planning Policy Framework

Clause 12.03-1R

A number of the strategies outlined under this clause have been covered by comments above, however there are quite a few that either require further information or further assessment as noted below.

	Comments	Further assessment &/or further information
Strengthen the Yarra River's natural environment, heritage and overall health by: • Protecting the river's riparian vegetation, natural riverbank topography and flood management capacity. • Ensuring development does not increase the rate or quantity of stormwater, sediment or other pollutants entering the river.	The development significantly changes the ratio of impervious to pervious surfaces, with impervious surfaces dominating the completed development. It is noted that stormwater is intended to be captured & stored in tanks in the basement carpark and used for irrigation. Overflow from the tanks will be directed two raingardens. There a 3 legal points of discharge proposed.	The rain gardens need to be shown on the landscape plan, along with appropriate vegetation description for raingardens. This should also be shown in the Details within the Landscape Plan. The northern raingarden in the Stormwater Management Plan is shown in the same location as part of the "naturalistic water feature" within the Landscape Plan. Are they one of the same? How will overflow from the raingardens be managed to ensure there is no degradation of the river embankment? If no comments have been sought from Melbourne Water on this development, it is strongly recommended for due diligence and oversight of potential impacts to the Yarra River. Raingardens are not a set and forget system. More information is required on excavator access to the two locations proposed for raingardens. The Maintenance section within the Landscape Plan reads as a Landscape Establishment Plan not as a Maintenance Plan. A ongoing Maintenance Plan is required in addition to notes on establishment.
Promote a sense of place and landscape identity by: • Retaining a dominant and consistent tree canopy along the river corridor and in its		The landscaping needs to show a consistent tree canopy – this is achieved for the majority of the river embankment but there are gaps towards the southern portion of the site along the river embankment. Additional large

Attachment 6 - PLN21/0836 - Referral comments on Original Plans (consolidated)

broader landscape setting. • Ensuring that the appearance of development is subordinate to the local landscape setting, with any views of development being filtered through vegetation. And Ensure that development is designed and sited to maintain and enhance the river's secluded and natural environment by: • Minimising the visual intrusion of development when viewed from major roads, bridge crossings, public open space, recreation trails and the river itself.M	Views from the Yarra Trail shown on the sections in the Architectural Plan are misleading. In the Architectural Plans views from the trail to built form are shown as obscured by vegetation that is of a height and foliage density inconsistent with the species nominated in the Landscape Plans	canopy trees should be proposed at this location. The sections within the Architectural Plans need to be consistent with the species represented on the Landscape Plan. The requirement for the development to be subordinate to the landscape applies to the whole development not just certain sections. Trees and shrub planting must obscure the development when viewed from the Yarra Trail for the entire length of the development.
Retain and enhance people's enjoyment of the river and its environment by: • Avoiding overshadowing of the river, its banks and adjacent public open space to ensure that the amenity of the public realm is maintained year-round.	The Urban Contect Report contains shadow diagrams for the September equinox. These drawings show sections of the Yarra Trail in shadow from 2pm and the very northern portion of Annettes Place from approximately 1pm. From the drawings provided, it appears that a minimum of 40% of the **trail is in full or part shade from March - September**	The level of overshadowing to Annette's Place is acceptable however the overshadowing to the Yarra Trail is not accepted. The requirement is avoid overshadowing of the river and banks **year round**. This can be addressed by the setback of the development - see further comments below.
Ensure that development is designed and sited to maintain and enhance the river's secluded and natural environment by: • Ensuring building height is below the natural tree canopy and all development is set back a minimum of 30 metres from the banks of the river.	It appears from the sections shown in the Architectural and Elevations drawing packages that the development is less than 30m setback from the banks of the Yarra	Further clarification is sought on dimensions shown on the drawing for setback from the river bank. It is strongly advised that this development is required to meet this requirement on environmental and public amenity grounds alone. Clause 14.02-1S also setsout strategies "Retain natural drainage corridors with vegetated buffer zones at least 30 metres wide along each side of a waterway"

Attachment 6 - PLN21/0836 - Referral comments on Original Plans (consolidated)

Given the scale of this development and the complexity of the planning controls that must be considered in relation to approving this development, it is very likely that other planning provisions pertaining to open space require due consideration. It would be appreciated if Statuatory Planning could advise Open Space Planning and Design (OSPD) if the development is not going to be required to meet the above requirements, and that OSPD are notified prior to Planning making a formal decision and contacting the applicant.

City Works

Not Applicable

Open Space Design: USERID

Signature: Fiona O'Byrne

Date: 23/05/22

Attachment 6 - PLN21/0836 - Referral comments on Original Plans (consolidated)

Development Engineering Formal Referral Response

Application Information	
Referral Officer	Daniel Herrmann
Officer	Mark Pisani
Council Reference	IREF22/00483
Address	25 River Boulevard, Richmond
Application No.	PLN21/0836
Proposal	Referral - Internal – Development Engineering
Comments Sought	Major residential development

Council's Engineering Referral team provides the following information which is based on the information provided by Statutory Planning referenced above.

Comments and Recommendations

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
Bates Smart Architects	TP03.00 *Key Plan Ground Floor* TP03.B01 *Key Plan Basement 01* TP10.11 *Building Sections Carpark Ramp Section*	B B B	14 February 2022 14 February 2022 14 February 2022
Stantec	Transport Impact Assessment report	B	25 February 2022

CAR PARKING PROVISION

Please refer to the Engineering referral comments (IREF22/00281; D2022/0071491) of 30 March 2022.

TRAFFIC IMPACT

Trip Generation

The trip generation for the site adopted by Stantec is as follows:

Proposed Use	Adopted Traffic Generation Rate*	AM Peak Hour	PM Peak Hour	Saturday Peak Hour
Dwellings (201 spaces)	0.37 trips per space in each AM peak hour 0.41 trips per space in each PM peak hour 0.41 trips per space in Saturday peak hour	74 trips	82 trips	82 trips

* The rates provided by Stantec were previously adopted/used by Cardo in the previously endorsed traffic report.

The trip generation for the site is considerably lower than that the traffic volume originally contemplated in the previously endorsed traffic report. According to Stantec, the original proposal would have generated 183 trips in the AM peak hour and 203 trips in the PM peak hour.

Traffic Distribution

The traffic distribution assumptions made by Stantec for the broader road network (i.e. – 50% of traffic to Victoria Street (west) and 50% of traffic to Victoria Street (east)) are considered reasonable.

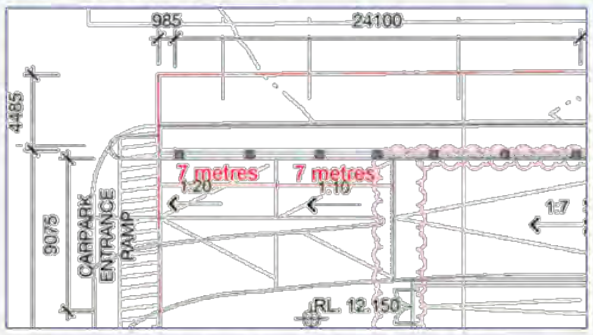
Traffic Impact of Surrounding Road Network

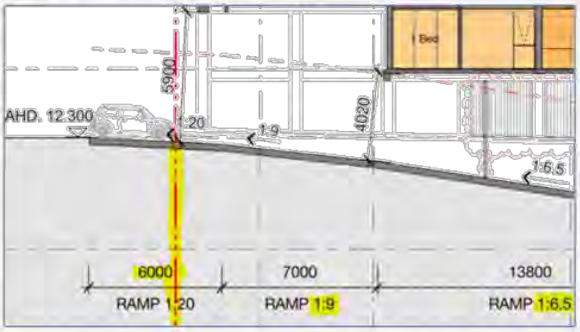
Stantec had undertaken peak hour traffic movement surveys at the Victoria Street/Burnley Street/Walmer Street intersection and at the Victoria Street/river Boulevard/Acacia Place intersection in December 2016. Although the traffic survey data may be outdated, the anticipated traffic volumes from the site and approved developments have been added to the base traffic volumes at the intersections. The traffic generated by the subject site would represent a relatively minor increase in the traffic volume at these intersections (1.3 to 2.6% of the total traffic volume).

Although the traffic conditions at the two intersections are already constrained, it is agreed that the traffic generated by the subject site would not have a detrimental impact on the traffic operation of the surrounding road network.

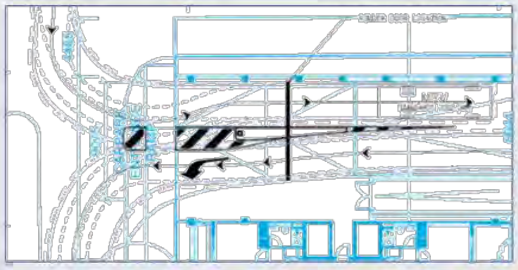
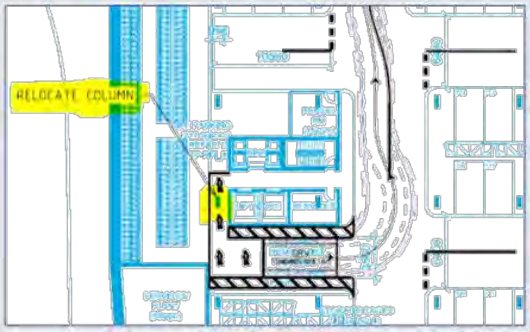
DEVELOPMENT LAYOUT DESIGN

Layout Design Assessment

Item	Assessment
Access Arrangements	
Primary Accessway	The ramped accessway servicing the development has a wall-to-wall width of 7.25 metres, which satisfies the Australian/New Zealand Standard AS/NZS 2890.1:2004.
Visibility	The pedestrian sight triangle, as required by *Design standard 1 – Accessways* of Clause 52.06-9, has not been superimposed on the drawings at the exit lane of the development entrance.
Headroom Clearance	Headroom clearances of no less than 4.0 metres have been provided, which satisfy AS/NZS 28909.1:2004.
Car Parking Modules	
At-grade Parking Spaces	The dimensions of the parking spaces (2.6 metres by 4.9 metres) satisfy *Design standard 2: Car parking spaces* of Clause 52.06-9.
Aisles	The 6.4 metre wide aisle satisfies *Table 2: Minimum dimensions of car parking spaces and accessways* of Clause 52.06-9.
Column Depths and Setbacks	Columns are positioned outside of the parking space clearance envelopes, as required by *Diagram 1 Clearance to car parking spaces* in Clause 52.06-9.
Blind Aisle Extensions	Blind aisle extensions have been provided at minimum lengths of 1.0 metre, which satisfy AS/NZS 2890.1:2004.
Gradients	
Ramp Grade for the first 5.0 metres inside the Property	The grades and grade lengths shown on the Ground Floor Plan (TP03.00) are not consistent with those shown on the Car Park Ramp Section (TP10.11).  Above: The Ground Floor Plan shows the 1 in 20 grade commencing from the property line and extending for a length of 7.0 metres, followed by a 7.0 metre length of 1 in 10. The ramp section drawing shows the 1 in 20 section as being 6.0 metres in length and extending well into the road reserve. The 1 in 10 ramp length shown on the Ground Floor Plan is depicted as a 1 in 9 ramp length on the and the 1 in 7 length is

	shown as a 1 in 6.5 ramp length. These inconsistencies are shown in the following diagram: 
Ramp Grades and Changes of Grade	The ramp grades and changes of grade satisfy *Table 3 Ramp Gradients* of Clause 52.06-9.
Swept Path Assessment	
Vehicle Passing Movements Medium Rigid Vehicle Movements Basement 01 Car Park 3014005450-AT01-01*	The swept path diagrams of an in-coming medium rigid vehicle and an out-going B99 design vehicle along the ramped accessway are considered satisfactory. The reversing movements of a medium rigid vehicle into the loading bays are also considered satisfactory.
Vehicle Passing Movements Medium Rigid Vehicle Movements Basement 01 Car Park 3014005450-AT01-02	The swept path diagrams of an out-going medium rigid vehicle and an in-coming B99 design vehicle along the ramped accessway are considered satisfactory. The forward exit movements of a medium rigid vehicle out of the loading bays are also considered satisfactory.
Vehicle Passing Movements Basement 01 Car Park 3014005450-AT01-03	The vehicle passing movements of two B99 design vehicles along the ramped accessway and the north-south aligned aisle are considered satisfactory.
Small Rigid Vehicle Movements Basement 01 Car Park 3014005450-AT01-04 3014005450-AT01-05 3014005450-AT01-06	The swept path diagrams for a small rigid vehicle entering and exiting the loading bays near the lift cores throughout the basement car park are considered satisfactory.
Commercial Vehicle Ingress and Egress Development Entrance 3014005450-AT01-07	The swept path diagrams for a medium rigid vehicle entering and exiting the development entrance via River Boulevard are considered satisfactory.
Vehicle Turning Movements Development Entrance 3014005450-AT01-08	The swept path diagram for a B99 design vehicle entering the development via River Boulevard (left turn movement) is considered satisfactory.
Vehicle Circulation and access/egress to and from Parking Bays Porte Cochère 3014005450-AT01-09 3014005450-AT01-10 3014005450-AT01-11 3014005450-AT01-12 3014005450-AT01-13	The swept path diagrams for a B85 design vehicle circulating around the porte cochère and entering and exiting the parallel parking bays are considered satisfactory. The swept path diagram for a B99 design vehicle circulating around the porte cochère is also considered satisfactory.
Other Items	

Attachment 6 - PLN21/0836 - Referral comments on Original Plans (consolidated)

Porte Cochère	The entrance width of the porte cochère has not been dimensioned on the drawings. The parking spaces within the porte cochère have not been dimensioned. Stantec indicated that there would be an accessible parking space within the porte cochère. This space has not been depicted on the drawings.
Loading Arrangements	The development would be providing a number of loading bays for removalist activities. These are located near the lift cores within the basement car park and can be serviced by small rigid vehicles.
Car Park Design Layout – Island at Entrance Car Park Line Marking Relocation of Column	Appendix D of the Stantec report – Swept Path Assessments – provide suggested line markings throughout the basement car park and a modified design of the island at the development entrance in order to facilitate vehicle ingress and egress via River Boulevard. Stantec also suggest that the column adjacent the lift core at the south west corner of the car park be relocated.  Above: modified island design and associated line marking.  Above: suggested relocation of column at near south west lift core. There is no objection to these suggested design modifications.
Vehicle Crossing Ground Clearance	A vehicle crossing ground clearance check is to be undertaken for each new vehicle crossing by the applicant's designer to confirm that a B99 design vehicle can enter and exit the property without scraping out (Please see under '*Engineering Advice for Design Items to be Addressed by the Applicant*' section).

* Stantec swept path diagram drawing number.

Engineering Advice for Design Items to be Addressed by the Applicant

Item	Details

Visibility	The pedestrian sight triangle at the exit lane of the development should be superimposed on the drawings and should comply with *Design standard 1*.
Gradients	The ramp grades and grade lengths shown on the section drawing (TP10.11) should correspond/match with those shown on the Ground Floor Plan (TP03.00). The existing footpath on the east side of River Boulevard should be depicted on the section drawing. the ramp grades are to commence from the title boundary and not extend into the road reserve.
Porte Cochère	The entrance width of the porte cochère is to be dimensioned on the drawings. The accessible space is to be identified (if it is proposed to be provided) and must satisfy the Australian/New Zealand Standard AS/NZS 2890.6:2009.
Car Park Design Layout – Island at Entrance Car Park Line Marking Relocation of Column	The design items suggested by Stantec - The modification to the island at the development entrance, the line markings throughout the car park and the relocation of the column – should be implemented.
Vehicle Crossing Ground Clearance	To assist the applicant, a *Vehicle Crossing Information Sheet* has been appended to this memo. The ground clearance check (for each new vehicle crossing) requires the applicant to obtain a number of spot levels which include the reduced level 2.0 metres inside the property, the property boundary level, the bottom of kerb (invert) level, the edge of the channel level and a few levels on the road pavement – in this case, River Boulevard. These levels are to be shown on cross sectional drawings with dimensions, together with the B99 design vehicle ground clearance template demonstrating access and exit movements. Providing the ground clearance checks early in the design phase can also determine whether further modification works are required, such as lowering the finished floor level inside the property or making any adjustments to Council's footpaths or road infrastructure.

ENGINEERING CONDITIONS

Vehicle Crossings

- At the design phase of the development (before construction), the finished floor levels of the slab or accessway must be determined by taking into account the relative adjacent road and footpath infrastructure levels, in order to provide satisfactory vertical access (i.e. - vehicle ground clearance) into and out of the site.
- Before the development commences, or by such later date as approved in writing by the Responsible Authority, a vehicle crossing design must be submitted to Council's Engineering department for approval, and:
    - Demonstrate satisfactory access into and out of the site with a vehicle ground clearance check using the B99 design vehicle; and
    - Be fully dimensioned with actual reduced levels (to three decimal places) and comply with design requirements set out in Yarra City Council's Vehicle Crossing Information Sheet.
- Prior to the occupation of the development, or by such later date as approved in writing by the Responsible Authority, any new vehicle crossing(s) must be constructed:
    - In accordance with any requirements or conditions imposed by Council;
    - At the permit holder's cost; and
    - To the satisfaction of the Responsible Authority.

Provision of Public Lighting

- Before the development commences, a Public Lighting Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The Public Lighting Plan must address lighting along the insert street name or lane number and the entrances to the approved building. When approved, the Public Lighting Plan will be endorsed and will form part of this permit. The Public Lighting Plan must provide for:
    (a) all pedestrian access to the proposed residential/multipurpose development at 25 River Boulevard must be lit by public lighting installations as specified in the Australian Standard AS 1158.3.1:2020 *Lighting for roads and public spaces*.
    (b) new poles and luminaires must be sourced from the relevant power authority's standard energy efficient luminaires list and comply with relevant CitiPower technical requirements;
    (c) consultation with affected property owners to be undertaken by the developer with respect to the location of any new pole/s and light/s (if required);
    (d) light spillage into the windows of existing and proposed residences must be avoided or minimised and should comply with the requirements of Australian Standard AS 4282 - 2019 *Control of the obtrusive effects of outdoor lighting*;
    (e) the locations of any new light poles must not obstruct vehicular access into private properties; and
    (f) the provisions, recommendations and requirements of the endorsed Public Lighting Plan must be implemented and complied with at no cost to Council and to the satisfaction of the Responsible Authority.

Road Asset Protection

- 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 to Council's satisfaction and at the developer's expense.

Impact of Assets on Proposed Development

- Any services poles, structures or pits that interfere with the proposal must be adjusted, removed or relocated at the owner's expense after seeking approval from the relevant authority.
- Areas must be provided inside the property line and adjacent to the footpath to accommodate pits and meters. No private pits, boundary traps, valves or meters on Council property will be accepted.

Construction Management Plan

- A Construction Management Plan must be prepared and submitted to Council. The Plan must be approved by Council prior to the commencement of works. A detailed dilapidation report should detail and document the existing and post construction conditions of surrounding road infrastructure and adjoining private properties.

Discharge of Water from Development

- Only roof runoff, surface water and clean groundwater seepage from above the water table can be discharged into Council drains.
- Council will not permit clean groundwater from below the groundwater table to be discharged into Council's drainage system. Basements that extend into the groundwater table must be waterproofed/tanked.

Removal, Adjustment, Changing or Relocation of Parking Restriction Signs

- No parking restriction signs or line-marked on-street parking bays are to be removed, adjusted, changed or relocated without approval or authorisation from Council's Parking Management unit and Construction Management branch.
- Any on-street parking reinstated as a result of development works must be approved by Council's Parking Management unit.
- The removal of any kerbside parking sensors and any reinstatement of parking sensors will require the Permit Holder to pay Council the cost of each parking sensor taken out from the kerb/footpath/roadway. Any costs associated with the reinstatement of road infrastructure due to the removal of the parking sensors must also be borne by the Permit Holder.

ADDITIONAL ENGINEERING ADVICE FOR THE APPLICANT

Item	Assessment
Legal Point of Discharge	The applicant must apply for a Legal Point of Discharge under Regulation 133 – Stormwater Drainage of the *Building Regulations* 2018 from Yarra Building Services unit. Any storm water drainage within the property must be provided and be connected to the nearest Council pit of adequate depth and capacity (legal point of discharge), or to Council's satisfaction under Section 200 of the *Local Government Act* 1989 and Regulation 133.
Existing Councill Drainage within the Site	It is understood that the existing Council drainage infrastructure within the site is currently being assessed and reviewed by Council's Civil Infrastructure team.

Engineer:	Mark Pisani
Signature:	
Date:	29 April 2022

Attachment 6 - PLN21/0836 - Referral comments on Original Plans (consolidated)

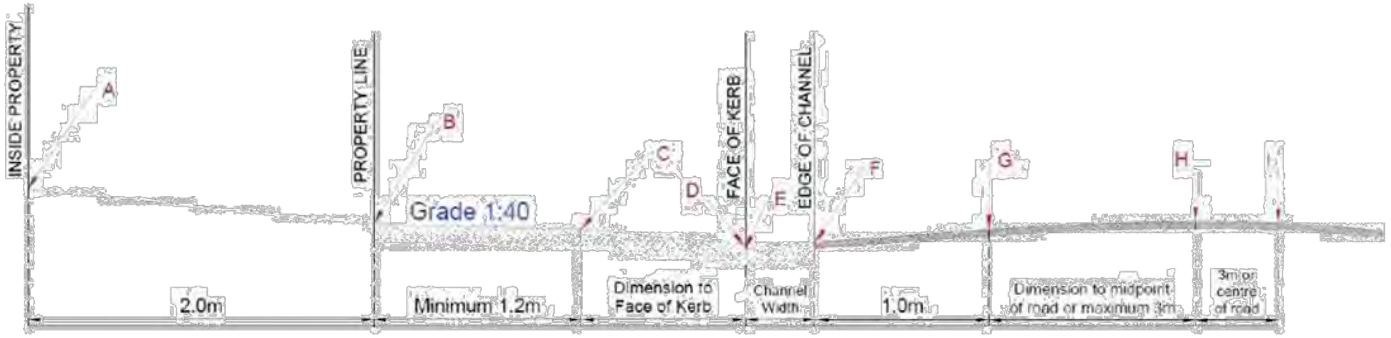
Development Engineering Formal Referral Response

Vehicle Crossing – Cross Section

The designer is to submit a 1:20 scale cross section for each proposed vehicle crossing showing the following items:

A. Finished floor level 2.0 metres inside property
B. Property line surface level
C. Surface level at change in grade (if applicable)
D. Bullnose (max height 60mm) – must be clearly labelled
E. Surface level at the bottom of the kerb
F. Surface level at the edge of channel
G. Road level 1.0 meter from the edge of channel
H., I. Road levels

- Please note the cross section must be fully dimensioned. As shown in the sketch below.
- Please show both the existing and proposed surface.
- The maximum allowable cross-fall between points B and C is 1:40 (2.5%).
- A bullnose (max 60mm) is permitted at point D, however not compulsory.
- The levels shown must be exact reduced levels, to three decimal points. Interpolation of levels is not acceptable.
- The designer must demonstrate that an 85th or 99th percentile vehicle profile can traverse the design cross section as per the Australian/New Zealand Standard ground clearance template (AS/NZS 2890.1:2004).
- Significant level changes to the existing footpath level B to C will require additional level design either side of the proposed crossing.
- Please include any additional levels or changes in grade that are not shown in the diagram.



Attachment 6 - PLN21/0836 - Referral comments on Original Plans (consolidated)

Open Space Services
Formal Referral Response

Application Information	
Referral Officer	USERID
Officer	Justin Bates
Council Reference	PLN21/0836
Address	25 River Bvd, Richmond VIC 3121
Proposal	Development plan approval pursuant to Schedule 1 (Victoria Gardens Comprehensive Development) of the Comprehensive Development Zone (clause 37.02 of the Yarra Planning Scheme) for the construction of six (6) buildings, to a maximum height of seven (7) storeys, to provide 494 dwellings and one level of basement car parking (201 cars).
Comments Sought	This is the link to the Statutory Planning Referral memo: D21/175672 - PLN21/0836 - 25 - 35 River Boulevard & 15 Christine Crescent Richmond - Arborist Report D22/46814 - PLN21/0836 - 25 - 35 River Boulevard & 15 Christine Crescent Richmond - RFI - Architectural Plans D22/46795 - PLN21/0836 - 25 - 35 River Boulevard & 15 Christine Crescent Richmond - RFI - Landscape Package

Council's Open Space Services (City Works) provides the following information which is based on the information provided in the Statutory Planning referral request memo referenced above.

Council's Open Space Services (City Works) were requested to make comment on the proposal:

Referral Type:

- The vegetation planning control (i.e. SLO or trigger under clause 52.17).
- Significant removal of trees from River Boulevard and within the River corridor
- Arboricultural Report

Has an arboricultural report (or similar) plan been lodged with the application?

- Yes – Link above

Comments and Recommendations

I have completed a site assessment and reviewed the following documents:

- Arborist Report, Galbraith and Associates, 8 November 2021.
- Bates Smart RSR Riverside Boulevard drawings
- Riverside Richmond Landscape Architectural Town Planning Report, Arcadia 28 Feb 2022
- Storm Water Management Plan, Farrar D Pty Ltd, 1 March 2022

Regarding proposed tree removals, I agree with arborist report concerning trees:

29A, 30, 30A, 30B, 32, 43A, 43B, 43C, 52, 62, 63, 64, and 84.

Trees 23-28, and 34-39 are large *Corymbia sp.* with heights ranging from 11-24 metres
The Planning Scheme (55.07) does not allow for adequate replacement canopies, or sufficient deep soil. The maximum is 12m height and 1.5m soil depth. The loss of these canopies, specifically their height will not be replaced under the current proposal.

Tree height is identified as an important factor in the Yarra Nature Strategy.

Trees on the river side of the development.

I disagree with the arborists comments regarding trees 158, 161, 163, 164, 39, 54, and 50.

Further evidence (tree impact statement) and a review of alternative methods to avoid tree loss must be completed prior to considering these trees for removal.

The proposed landscape plans are predominantly constructed on top of a basement sublevel. Further details must be provided to ensure sufficient engineering is provided to enable the growth of large (15m+ height) trees. Refer to University of Melbourne Parkville Campus South Lawn carpark.

The Planning Scheme supports canopy retention and provision of new canopy. New canopy minimum requirements are limiting and there is sufficient case to promote larger tree sizes (18m canopy height) to support habitat corridors from the river.

The loss of trees along the northern boundary (29A-39) are understandable based on current design, however more information is required to show there is no alternative to the loss of large trees, and appropriate offset planting designs are met.

Specifically planting designs for new trees within the landscaped area, provision of deep soil or adequate soil to support trees at maturity.

A tree impact assessment must be completed to identify the % encroachment into tree protection zones and a review of drainage to minimise encroachment into TPZ.

Any major encroachment along the eastern (river) side of the development will require exploratory excavation to determine whether the tree(s) will remain viable post development.

Tree #161 is not negotiable and design should be shown to retain this tree.

City Works

Relevant to this business unit and this application, please be aware that the following capital works are approved / proposed within the area of the subject site (as relevant to the planning application):

Open Space Services: USERID

Signature: Justin Bates

Date: 15/06/2022

Attachment 6 - PLN21/0836 - Referral comments on Original Plans (consolidated)

Urban Design
Formal Referral Response

Application Information	
Referral Officer	Daniel Herrmann
Officer	Hayley McNicol
Council Reference	PLN21/0836
Address	25 River Bvd, Richmond VIC 3121
Proposal	Development plan approval pursuant to Schedule 1 (Victoria Gardens Comprehensive Development) of the Comprehensive Development Zone (clause 37.02 of the Yarra Planning Scheme) for the construction of six (6) buildings, to a maximum height of seven (7) storeys, to provide 494 dwellings and one level of basement car parking (201 cars).
Comments Sought	Public realm interface

Recommendation

- The proposal is not supported in its current form.

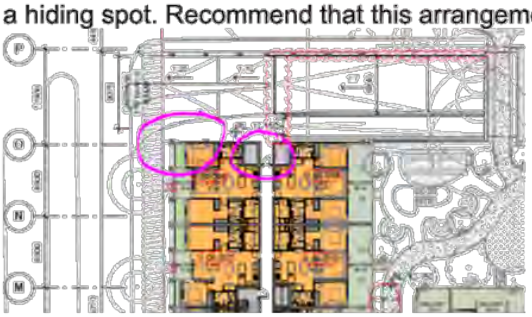
Comment Summary

Public Realm Interface

River Boulevard frontage

- The proposed apartments fronting River Boulevard are accessed from a central core. Although some of the ground floor apartments do provide a gated entry from River Boulevard, this appears to be a secondary entrance. We recommend these dwellings are reorientated so that they front onto River Boulevard to provide more activation, surveillance and sense of address along this section of River Boulevard.
- It appears there is a secondary entrance to the apartments (Building 01) via a walkway alongside the vehicle entry. This has a pinch point at the north-west corner of the building, which may hinder pedestrian/cyclist access (unclear of exact dimensions). Furthermore, the entrance to the apartment is recessed and will create

a hiding spot. Recommend that this arrangement is reviewed. Refer to image below.



- Open Space Services (City Works) will need to comment on the tree removal in more detail, however we note that the tree removal along the western frontage (along River Boulevard and the pedestrian link to River Street) is excessive and will impact this public realm interface. Therefore, it is not supported from an Urban Design perspective. It is recommended that Building 04 is adequately set back to ensure that these trees can be retained and to also allow for the pedestrian/cycle path to be more generous in width.

Central link

- The proposed port cochere takes up a large portion of the central link space and compromises the pedestrian connection through to the river. It also means that this area has a lot of hard standing, which is a poor outcome particularly on this site close to the river, as it limits opportunities for softer landscaping. The proposed port cochere is therefore not supported from an Urban Design perspective. It is recommended that the vehicle access is removed so that this link provides a high quality and amenity pedestrian route, with good access and softer landscaping. In addition:
    - If cyclist access is to be facilitated this will need to be factored into the design (noting the space should prioritise pedestrians), and Strategic Transport will need to be involved.
    - If drop-off/pick up, loading is required, the applicant could consider an alternative arrangement for this that does not compromise the pedestrian link. Any new proposals would need further input from other teams.
- The following policies are relevant for the central link:
    - The Comprehensive Development Zone (Schedule 1) includes the following under the purpose: *"To provide greater public access, in particular for pedestrians and cyclists, to and along the Yarra River bank".*
    - Section 4.7 of the Incorporated Document (Urban Design Guidelines, November 1996) includes the following under the decision guidelines: *"Provide pedestrian links from and through the site to the Yarra River for the general public"*. Section 4.8 seeks to *"ensure safe and effective pedestrian linkages"*.
- The southern footpath alongside the port cochere access is 1500mm wide – this should be a minimum 1800mm wide to provide better accessibility.
- A large portion of the seating will be in shadow due to the building heights. Could more of the seats be concentrated towards the southern edge of the link to allow for better solar access?

- A variety of seating options are available, however the landscape plans should also demonstrate that there are accessible options (e.g. seats with backrests and armrests).
- A structure is proposed in the middle of the central link. Unsure what the purpose of the structure is – is it for shade? The structure in the image below looks purely sculptural. We note that elevations do not show structure, but this render shows a different type of structure which (along with the central tree) blocks views to the river – see image below.

  The CDZ1 purpose includes *"To ensure that development on the site will complement and enhance the Yarra River environment"*. In addition, Section 15.0 of the CDZ1 (Guidelines for approving plans), notes the following must be considered: *"Physical and visual connections from and through the site to the river corridor"*.



- In considering the above, the proposed structure is not supported in its current form. It is recommended to remove the structure (or move it alternatively), to allow for clear views to the river environment.
- For the River Line Water Course, more detail is needed to understand how pedestrian access to the river is maintained, particularly at the entrance to the ramp access. See image below.

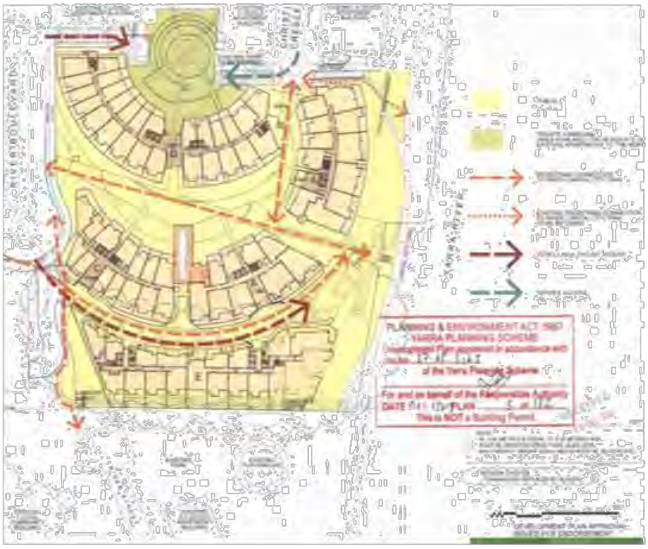


- Open Space Planning and Design team to provide comments on the landscaping within the site including this along this link. more specifically in this section.

Christine Crescent

- It appears that a gated access is provided on Christine Crescent, allowing access only for residents of the proposed development.

- One of the purposes of the CDZ1 is *"To improve pedestrian amenity and safety and enhance connectivity within and to surrounding development"*. Section 15.0 of the CDZ1 (Guidelines for approving plans), notes the following must be considered: *"Linkages, pedestrian and bicycle, from the surrounding area to the site and the Yarra River"*.
- The previous approved proposal for the site did provide a connection from Christine Crescent through the site and also retained a pedestrian link to the river from Christine Crescent – see image below.



- Considering the abovementioned policy and previous approval, this aspect of the development is not supported. The proposal should facilitate public access from Christine Crescent to improve permeability through this large site.

River connection

- Refer to any advice from Open Space Planning and Design and Biodiversity teams, however we note the following issues to be considered in your assessment.
    - Ramp structure, including making sure it is accessible/comfortable to use, and minimises impacts on the existing landscape along the river corridor
    - Levels of dwellings and whether these are in excess of any minimum requirements (e.g. Melbourne Water requirements). This is to minimise the visual impact of buildings on the river environment, for example ensuring that buildings aren't higher than they need to be, and avoiding visually intrusive retaining walls
    - Any required maintenance of any new structures (e.g. new jetty) that are outside the applicant's site.

The proposal is not supported in principle as the issues cannot be dealt with via permit conditions.

This includes but is not limited to the following issues:

- Port cochere which impacts pedestrian access through the site
- Structure in the middle of the central link with obstructs views to the river.

- Lack of public access to Christine Crescent, which results in poor permeability through the site.
- Loss of trees on western site frontage (requires input from Open Space services team).
- River Boulevard – entrances to Building 01 need review.

These comments exclude comments from the following teams, and they will be providing separate referral comments:

Comments from other teams are required:

- Open Space Planning and Design – on-site landscaping, river interface and Annette's Place interface
- Open Space Services – any impacts on trees
- Biodiversity – Yarra River interface and landscaping

Capital Works:

There are no known planned / approved capital works around the site being led by the Urban Design Team.

Urban Designer: MCNICOLH

Date: 25 May 2022

Attachment 7 - PLN21/0836 - Referral comments for Amended Plans (consolidated)

13 February 2023

Statutory Planning
Yarra City Council
PO Box 168
Richmond VIC 3121

Dear Statutory Planning,

Proposal: Development plan approval pursuant to Schedule 1 (Victoria Gardens Comprehensive Development) of the Comprehensive Development Zone (clause 37.02 of the Yarra Planning Scheme) for the construction of six (6) buildings, to a maximum height of eight (8) storeys, to provide 494 dwellings and one level of basement car parking (201 cars)
Site location: 25 RIVER BOULEVARD RICHMOND 3121

Melbourne Water reference: MWA-1271406
Council reference: PLN21/0836
Date referred: 27/10/2022

Thank you for your letter dated 27 October 2022 regarding the revised Development Plan for 25 River Boulevard, Richmond.

Melbourne Water has no objection to the revised Development Plan. Melbourne Water's comments on the Development Plan detailed in its letter to Council dated 10 August 2022 are still applicable.

Advice

To access more information regarding other services or online applications that Melbourne Water offers please visit our website.

For general development enquiries contact our Customer Service Centre on 131722.

Regards,

Con Gantonas
Statutory Referral Permit Services

Melbourne Water ABN 81 945 386 953
990 La Trobe Street Docklands VIC 3008
PO Box 4342 Melbourne VIC 3001 Australia
T 131 722 F +61 3 9679 7099
melbournewater.com.au

Attachment 7 - PLN21/0836 - Referral comments for Amended Plans (consolidated)

Vipac Engineers and Scientists Ltd
279 Normanby Rd, Port Melbourne, VIC 3207, Australia
Private Bag 16, Port Melbourne, VIC 3207, Australia
t. +61 3 9647 9700 | e. melbourne@vipac.com.au
w. www.vipac.com.au | A.B.N. 33 005 453 627 | A.C.N. 005 453 627

City of Yarra

7 December 2022

Ref: 30N-22-0141-GCO-34683-1

333 Bridge Road, Richmond, VIC 3121

ADDENDUM A TO MEL CONSULTANTS REPORT 25-22-WT-ENV-00

Dear Daniel Herrmann,

This peer review of MEL Consultants "Addendum A to Mel Consultants Report 25-22-WT-ENV-00 Environmental Wind Speed Measurements on a Wind Tunnel Model of the Riverside Richmond Development" (Report: 25-22-WT-ENV-ADD-A-00) is based on Vipac's experience as a wind engineering consultancy. No wind tunnel studies have been undertaken to support this review.

Vipac has reviewed the wind tunnel test report and have the following comments:

i. The wind tunnel test was carried out in September 2022 and the model was based on the design drawings dated 12th September 2022 by Bates Smart. This was in response to updated designs on the March 2022 drawings by Bates Smart, for which wind tunnel testing was performed by MEL Consultants in March 2022 (Report: 25-22-WT-ENV-00);

ii. Vipac has no issues with the methodology, wind sampling technique and environmental wind criteria, which remain the same from the testing performed in March 2022;

iii. A total of 49 locations were tested, 13 locations of which were tested on the terraces. Vipac has no issues with the spread throughout the site. The findings from the report can be summarised as follows:

   a) All pedestrian pathways in the public realm measured wind speeds within at least the walking comfort criterion with proposed conditions. Vipac has no issues with this.

   b) Entrances into the proposed developments measured wind speeds within the recommended standing comfort criterion. Vipac has no issues with this.

   c) An outdoor seating area is proposed in the updated architectural plans – in the set provided to Vipac and those used for wind tunnel testing (Figure 1). While that exact location has not been tested, there are sensors near it (Locations 30 and 37 that have recorded wind speeds within the standing comfort criterion) and (Location 33 which fulfilled sitting). MEL Consultants have not suggested a comfort criterion for this location in the addendum. Vipac would recommend the sitting comfort criterion to be used at this location and it would also be achieved (similar to Location 33 or better).

   d) All tested locations on the balconies on Level 3 measured wind speeds within the recommended standing comfort criterion. Vipac has no issues with this.

   e) All tested locations on the communal terraces on Levels 5 and 6 measured wind speeds within the recommended standing comfort criterion. Vipac has no issues with this; and

   f) The safety criterion is satisfied in all locations with all tested locations. Vipac has no issues with this.

Attachment 7 - PLN21/0836 - Referral comments for Amended Plans (consolidated)

In conclusion, the MEL Consultants "Environmental Wind Speed Measurements on a Wind Tunnel Model of the Riverside Richmond Development" (25-22-WT-ENV-ADD-A-00) report uses the proper analysis and methodology to measure the wind effects on the pedestrian level surrounding the proposed development. Vipac agrees with the assessment conclusions.

Vipac has reviewed the updated drawings dated 30th Sep 2022 and can confirm that the report is still valid for the updated scheme.

Vipac makes no further recommendations.

Yours sincerely,

Vipac Engineers & Scientists Ltd



Rumman Islam
Consulting Engineer

Eric Yuen
Wind Team leader

Attachments

Name

PLN21 0836 - 25 - 35 River Boulevard and 13 Christine Crescent Richmond - Revised Plans - Area Schedule Rev C
PLN21 0836 - 25 - 35 River Boulevard and 13 Christine Crescent Richmond - Revised Plans - Cover Letter
PLN21 0836 - 25 - 35 River Boulevard and 13 Christine Crescent Richmond - Revised Plans - Landscape Report Rev D
PLN21 0836 - 25 - 35 River Boulevard and 13 Christine Crescent Richmond - Revised Plans - Updated Acoustic Report
PLN21 0836 - 25 - 35 River Boulevard and 13 Christine Crescent Richmond - Revised Plans - Updated Plans Rev C
PLN21 0836 - 25 - 35 River Boulevard and 13 Christine Crescent Richmond - Revised Plans - Updated SMP
PLN21 0836 - 25 - 35 River Boulevard and 13 Christine Crescent Richmond - Revised Plans - Updated TIA
PLN21 0836 - 25 - 35 River Boulevard and 13 Christine Crescent Richmond - Revised Plans - Updated Wind Assessment
PLN21 0836 - 25 - 35 River Boulevard and 13 Christine Crescent Richmond - Revised Plans - Updated WMP

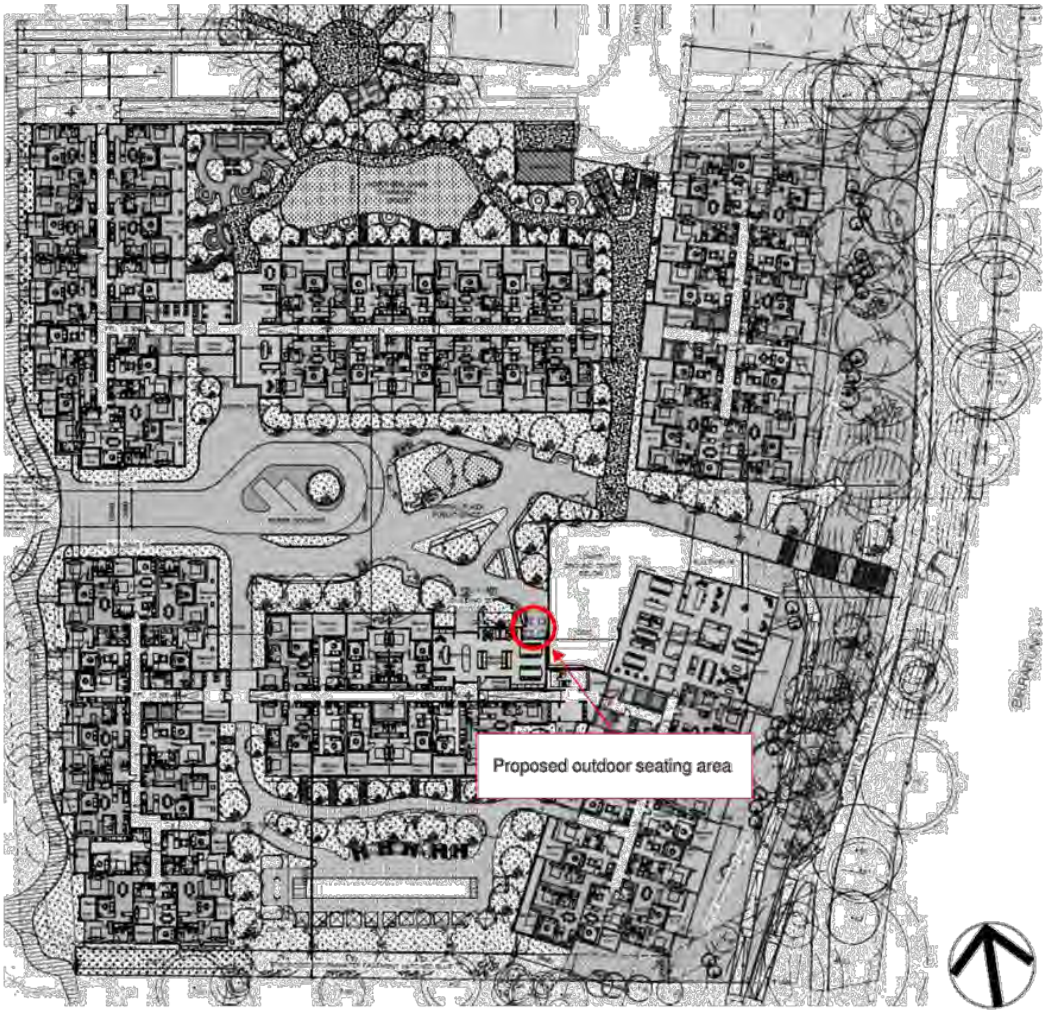


Figure 1: Location of outdoor seating area proposed on the ground level.

Attachment 7 - PLN21/0836 - Referral comments for Amended Plans (consolidated)

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INDEPENDENT URBAN DESIGN ADVICE

PROPOSED DEVELOPMENT AT 25 RIVER BOULEVARD RICHMOND

DECEMBER 2022

Prepared by
Prof. Robert McGauran
B. Arch. (Hons. Melb), B.A. (Fine Arts Melb.), P.D.M. (Melb.), LFRAIA, FVPELA, Architect

Our Ref: 22035

Directors
Cameron Lacy
Robert McGauran
Catherine Ranger
Elliet Spring
Katherine Sundermann
Joshua Wheeler

Attachment 7 - PLN21/0836 - Referral comments for Amended Plans (consolidated)

BACKGROUND

1. In April 2022, the City of Yarra (Council) asked me to provide urban design advice on a planning application for land at 25 River Boulevard Richmond.
2. Council specifically asked for my opinion on the proposed layout and design of the development, with particular reference to its response to the requirements of Schedule 1 (Victoria Gardens Comprehensive Development) to the Comprehensive Development Zone.
3. The planning application seeks development plan approval pursuant to Schedule 1 (Victoria Gardens Comprehensive Development) of the Comprehensive Development Zone (clause 37.02 of the Yarra Planning Scheme) for the construction of 6 buildings, to a maximum height of 7 storeys, to provide 494 dwellings and one level of basement car parking (201 cars).
4. The Site is part of Development Plan PL10/0156 which was approved on 27 July 2011. The Development Plan has since been amended, most recently on 5 January 2015 with the approved plans date stamped 31 January 2019.
5. As noted in my earlier report, the Development Plan allows development of the Site for residential purposes in five separate, although interconnected apartment buildings ranging in height from four to eight storeys. The buildings are located over two levels of basement car parking accessible from River Boulevard.
6. In July I prepared a response to plans prepared by Bates Smart Architects for the applicant. In that report I described the physical and statutory and strategic context of the development to be read in conjunction with the Schedule 1 of the Comprehensive Development Zone.
7. As noted in my earlier report, the purpose of the CDZ1 is:

   > To encourage the comprehensive redevelopment of land on the south side of Victoria Street between Burnley Street and the Yarra River, City of Yarra.
   > *To ensure that development on the site will complement and enhance the Yarra River environment.*
   > To assist redevelopment as a mix of office, retail, entertainment, residential, commercial, and ancillary uses.
   > To ensure that the combination of uses, their overall density and the scale, character and level of redevelopment are compatible with:
   – *The amenity of the surrounding area and the nature of the surrounding uses.*
   – The visible skyline as seen from and along the Yarra River and the River's general environs, and views along Victoria Street and Barkers Road.
   – The capacity of the existing road system and any proposed modifications to accommodate any increase in traffic.
   – The capacity of existing essential services and proposed modifications.
   > To ensure retailing in the zone is compatible with and serves the existing and future commercial, industrial, and residential uses in the surrounding area.
   > *To provide greater public access, in particular for pedestrians and cyclists, to and along the Yarra Riverbank.*
   > To ensure that the land is developed in an orderly and proper manner.
   > *To encourage a high standard of urban design.*
   > *To encourage the provision of active frontages to streetscapes and high-quality interfaces with the public realm and internal pedestrian interfaces.*
   > *To improve pedestrian amenity and safety and enhance connectivity within and to surrounding development.*
   > *To limit overshadowing affecting the amenity of adjoining land and, in particular, areas of public open space and the Yarra River.*
   > *To avoid adverse wind conditions in pedestrian areas.*
   > To ensure that buildings and works along the Yarra River do not adversely affect drainage or flooding.

8. As noted in my earlier report the **Victoria Gardens Building Envelope and Precinct Plan** establishes the expected scale of development at the Site, anticipating the following:
   a) A maximum height requirement of RL29 within a 20-metre setback of the top of bank alongside the Yarra River; and
   b) Outside of the river setback, a maximum height of RL31 metres with projections allowable up to RL37 provided they 'do not exceed 10% of the precinct height projection area,' which is shaded dark red below.

Victoria Gardens Building Envelope and Precinct Plan and Precinct 3 Plan – Warehouse Area

9. Provisions of the CDZ1 identify that the use of the land and approval of a development and all stages must be generally in accordance with this building envelope and precinct plan. Height requirements at Clause 17 of the CDZ1 further identify that:
   a) A building or works must not exceed the height above the Australian Height Datum for any particular site as shown on the Victoria Gardens Building Envelope and Precinct Plan and Precinct 3 Plan – Warehouse Area incorporated in this Planning Scheme.
      This does not apply to:
      > *the height of architectural features, building services, electronic media antennas, flagpoles, lighting poles, fences and advertising signs approved under Part 22 of this Schedule.*
      > *limited built form projections in the 'height projection area' shown in Precinct 2 which project above RL31 height limit but which do not exceed RL37 and do not exceed 10% of the precinct height projection area.*

10. Victoria Gardens Building Envelope and Precinct Plan establishes the expected scale of development at the Site, anticipating the following:
    > A maximum height requirement of RL29 metres within a 20-metre setback of the top of bank alongside the Yarra River; and
    > Outside of the river setback, a maximum height of RL31 metres with projections allowable up to RL37 provided they 'do not exceed 10% of the precinct height projection area,'

SUMMARY OF EARLIER FINDINGS

11. In response to these policy matters, the site location and interfaces and the plan before me at that time, I identified a number of matters requiring attention and made the following recommendations:

Wayfinding and amenity

Recommendation 1

a) Provide a 6m wide landscaped and furnished primary shared path through the site east-west and south of the roundabout to align with the established path west of River Boulevard providing clear wayfinding and direct connection between the River Walk and River Boulevard to the satisfaction of the Council. Ensure the clear path zone is a minimum of 4m in width allowing for shared use.
b) Provide for a publicly accessible north-south primary walk linking the northern pocket park through to Annette's Place during daytime hours with an agreed management plan.
c) Demonstrate through the updating of the plans the clear wayfinding and demarcation between residential lobby and linkages and their configuration and the efficacy of the arrangements to the satisfaction of Council. I outlined the preferred alignment below.



Recommendation 2

a. Reconfigure the proposed building footprints for buildings in the south of the site to ensure that the existing disruption of the convenient wayfinding and direct connection of the Yarra Trail and River Boulevard David Street link is addressed, by reconfiguring the north façade of Building 4 to align it with the adjoining north façade of Building 5 (depicted in Red below) and reconfiguration of landscape plans and path networks.



Overshadowing of the public realm

12. I thought more needed to be done given both the age of the earlier guidelines and the far more significant extent of amplification of shared open space permeability to the river and northern extension of the Annette's Place Playground gateway that had been incorporated in the 27 July 2011 Development Plan that had accompanied that uplift. See below.
13. Whilst I had not been a supporter of the crescent planning of that earlier scheme there was little doubt that the scheme offered greater opportunities for both landscape and access to the river street and park frontages than offered in the propsoal presented for review.

Attachment 7 - PLN21/0836 - Referral comments for Amended Plans (consolidated)

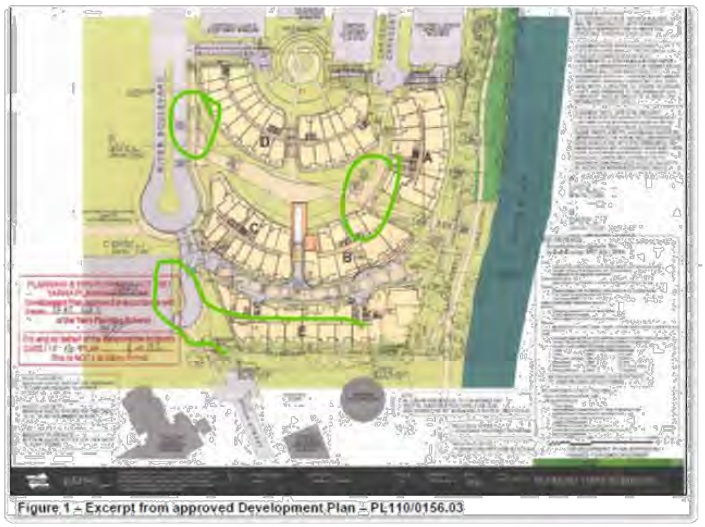
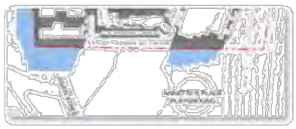
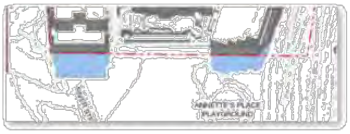


Figure 1 – Excerpt from approved Development Plan – PL110/0156.03









14. The overshadowing above illustrated the impact on the western footpath and links and southern playground gateway and spaces that in my view should be addressed.

Recommendation 3

The following principles must be applied:

a) The siting and scale of the development must be configured so that no additional overshadowing occurs to the adjoining Annette's Place Playground and the Main Yarra Trail between 10am and 2pm at the September Equinox.
b) Ensure the new east-west primary walk through the site enjoys amenity free from overshadowing between the hours of 10am and 2pm at the September Equinox.
c) Ensure 50% of the Central Plaza Open Space and Southern Lagoon Communal Space enjoys access to sunlight between 10am and 2pm at the September Equinox consistent with the goals outlined in the Urban Design Guidelines of Victoria.
d) Ensure the western Footpath of River Boulevard and the eastern Link to David Street are not overshadowed between 10am and 2pm at the equinox.
e) Provide enhanced areas for tree-planting in a setback zone between the western street interface and the site to improve shade, biodiversity and enhanced placemaking to deliver a sense of place as sought in the Development Guidelines and State and Local Policy.

i. Utilise these setback zones and subsequent erosion of form to provide daylight and natural ventilation into the common areas of Building 1at all levels in conjunction with erosion of the western streetscape interface to mitigate the impacts of visual bulk.

Wind impacts on surrounding streets and spaces

Recommendation 4

Demonstrate through the inclusion of a Wind Report and wind tunnel testing, that the development has been configured to ensure that:

a) No detrimental impact arises to the adjoining public Realm of Annette's Place Park, the Main Yarra Trail and ecological corridor, the River Boulevard streetscape or the adjoining public and private space to the north and west of the site.
b) That the Central Plaza zone and Northern communal lawn are invested with amenity standards suitable for long-term sitting.
c) That the proposed primary walking network and entrances to all buildings are invested with standards suitable for standing supporting neighbourhood interaction.

Overlooking

Recommendation 5

Provide a minimum separation of 9m between the built form of all buildings to ensure that units are not reliant on screening to deliver acceptable standards of privacy.

Recommendation 6

Reconfigure the internal corners of development to eliminate the conflicts between development (The arrangements noted below are examples of current unacceptable juxtapositions)

Recommendation 7

Provide updated plans, sunlight, and overshadowing studies to demonstrate that in the reconfiguration of the development is to ensure that all east and west facing apartments receive a minimum of 3 hours sunlight between the hours of 9am and 3pm at the September Equinox and that daylighting outcomes for all habitable rooms achieves acceptable standards.

Excessive scale impacts on the southern park and river park interface

Recommendation 8

a. Re-site, reconfigure and erode the southern wings of Building 4 and Building 6 to enhance the quality of engagement with Annette's Place, with a treatment of the interface as a civic edge to the park and mitigation of overshadowing and bulk impacts through erosion of form and investment with landscaping and revised palettes to the satisfaction of Council.
b. Ensure that the proposed uplift areas in Building 1 and 4 are configured to provide enhanced open space to common areas through erosion of the western façade near the lift core and arranged to mitigate offsite visual bulk, overshadowing and wind effects as noted elsewhere in the report.
c. Increase the southern setback to a minimum of 5m for Buildings 4 and 6 and increase the setbacks of the western frontage to better align with the ambitions of the development guidelines:
    a. *To create an integrated comprehensive development with a sense of place.*
    b. *To better Link additional public open space with the Yarra River corridor*
    c. *To improve and promote public access to the area and architecture that complements the surrounding area.,*
    d. *In its setbacks, envelopes, and heights, both:*
        i. *Complements and enhances streetscape and Built form*
        ii. *Integrates with the surrounding neighbourhood and appropriately transitions height, scale, and massing in respect to the surrounding development,*

The Northern Interface with the Park and park entry
Recommendation 9

Redesign and reconfigure the northern link and building interface of Building 1 to the link and adjoining pocket park to invest the northern façade with high levels of articulation balcony treatments and landscaping leveraging of its important gateway role and civic function in connecting the Pocket Park with River Boulevard to the satisfaction of Council.

Daylight amenity
Recommendation 10

Demonstrate to the satisfaction of Council that adequate daylight is provided to all habitable rooms and workspaces including kitchens.

River interface
Recommendation 11

Re-site, reconfigure and erode:

> Building 6 to invest the river frontage with a more responsive treatment to the interface particularly through planter treatments and a smaller footprint to the north and eroded footprint to the south
> Building 3 to Level 5 to address offsite overshadowing and bulk impacts with investment to in planter treatments to setback zones at this level and Level 4 to the satisfaction of Council.

Building configuration
Recommendation 12

> Reconfigure Building 2 and Building 4 with their own entry and lift cores accessed from the central plaza zone
> Provide a minimum separation of 9m between buildings
> Ensure that the common areas of each building are invested with access to daylighting and natural ventilation on all levels to the satisfaction of Council
> Reconfigure common areas to provide increased variance and visual interest acknowledging the core role of the development as homes for people and the need it invest the experience of the householder with a sense of street and address not of long unarticulated common width corridors to the satisfaction of council.

Green Travel
Recommendation 13

Reconfigure bicycle access to better connect to the Main Yarra Trail to the satisfaction of Council and incorporate e-bike charging stations and increased cycle numbers to the satisfaction of Council.

Access equity
Recommendation 13

Reconfigure the primary east-west access between the Capital City Trail and the subject site to facilitate equitable access for all residents and users of the network to the satisfaction of Council and relevant authorities.

Permeable Footprint
Recommendation 14

Provide for additional deep soil planting both through the site and at interfaces with the river and adjoining parks to the satisfaction of Council.

Attachment 7 - PLN21/0836 - Referral comments for Amended Plans (consolidated)

RESPONSE TO THESE RECOMMENDATIONS

15. The applicant has now provided a response to these recommendations for change after a meeting was held to discuss the recommendations and outline the basis of concerns.
16. This report seeks to address the proposed responses to these recommendations for Council consideration through the lens of architecture and urban design where I have expertise.
17. I have sought to address these recommendations in the same order as my earlier report.

Wayfinding and amenity

Earlier Recommendation 1

Provide a 6m wide landscaped and furnished primary shared path through the site east-west and south of the roundabout to align with the established path west of River Boulevard providing clear wayfinding and direct connection between the River Walk and River Boulevard to the satisfaction of the Council. Ensure the clear path zone is a minimum of 4m in width allowing for shared use.

Response

1. The applicant has provided a 4m wide stepped path from the primary riverfront interface to the river Capital City Trail up to the campus core and up to the abutment with the primary east-west path through the development. This path is complimented by a secondary disability and compliant ramped path from the central court connecting to the river. To the west of this the path curiously and disappointingly diminishes to 2.565m to the south where it interconnects with the David Street walk albeit complimented by a 1.65m adjoining planting zone. A northern path of 1.425m is also provided. A pinch point is disappointingly created at the interface with the southwestern building.
2. The landscape plan provides for no street improvements, maintaining a nature strip interface in an area where high density urban living is proposed and where typically throughout the municipality larger development such as this completes the placemaking out to the kerb line.
3. As noted earlier the David Street walk connects the new higher density Doonside Street and David Street communities to the river corridor. The path extends into a 4m wide path currently terminating to the eastern terminus of the roundabout at the abutment to the subject site where it currently converts into a conventional narrow path and nature strip.
4. The only section of path not conceived as 4m in width is the small section between this western gateway interface between the subject site and the Town Centre and the Central Piazza. There is little logic in contracting the size of the path at this important gateway and the contraction in this shared zone makes little sense and is likely to lead to conflicts.





New Recommendation 1

Consistent with the development guidelines that seek to:

a) Create an integrated comprehensive development with a sense of place.
b) Better Link additional public open space with the Yarra River corridor
c) Improve and promote public access to the area ...,

Amend the plan to create a continuous high quality develop a contiguous 4m wide path from the Central Piazza to the eastern interface with the service lane extension of the River Boulevard extension as shown in green below to the satisfaction of Council.



Provide for a publicly accessible north-south primary walk linking the northern pocket park through to Annette's Place during daytime hours with an agreed management plan.



Response

18. As shown above the applicant has now pleasingly provided an interlinking connecting pathway between the northern park and the central plaza. Whilst the landscape plan is clear on the open to the sky and public accessibility of the eastern lateral path, it is unclear how the proposed

north-south path operates through the interposed lobby and this needs to be clarified. If, as sought, this is accessible during daylight hours then this outcome would be logical and supported. Without this the wayfinding to the northern Pocket Park is unclear, with its connections to the riverfront similarly poorly defined.

19. The central Plaza Plan disappointingly prioritises the provision of two island carparks over the inclusion of convenient and direct prioritising of pedestrian walkways north-south and east-west. This is illogical in what is clearly aimed to be a high amenity zone. The proposed line marking approach for the central major public space is underwhelming as a design response with the area dedicated to provision of two carapaces centrally excessively large.

New Recommendation 2

Reconfigure the central courtyard to delete the line-marked provision of 2 car spaces and enhance the interconnectivity of north south pathways linking the Pocket Park North lobby, Central Plaza, Primary east west river and City path and southern amenity zone to the satisfaction of Council.

a) Demonstrate through the updating of the plans the clear wayfinding and demarcation between residential lobby and linkages and their configuration and the efficacy of the arrangements to the satisfaction of Council. I outlined the preferred alignment below.

Response

20. My comments above address these matters

Earlier Recommendation 2

Reconfigure the proposed building footprints for buildings in the south of the site to ensure that the existing disruption of the convenient wayfinding and direct connection of the Yarra Trail and River Boulevard David Street link is addressed, by reconfiguring the north façade of Building 4 to align it with the adjoining north façade of Building 5 (depicted in Red below) and reconfiguration of landscape plans and path networks.

Response

21. The applicant asserts that no change is necessary.
22. For the reasons noted I disagree and think it is essential that the path network is expanded to provide a contiguous, clear, and consistent approach linking the town centre and riverfront. This will require amendment to the footpath and nature strip zones external to the site and the northern interface between the entry road and southwest entry building to achieve an acceptable outcome.
23. I accept the applicant's view that this may not necessitate changes to the building footprint, but it will to the extent of planters and nature strips.

Overshadowing of the public realm

24. I thought more needed to be done given both the age of the earlier guidelines and the far more significant extent of amplification of shared open space permeability to the river and northern extension of the Annette's Place Playground gateway that had been incorporated in the 27 July 2011 Development Plan that had accompanied that uplift. See below.
25. Whilst I had not been a supporter of the crescent planning of that earlier scheme there was little doubt that the scheme offered greater opportunities for both landscape and access to the river street and park frontages than offered in the propsoal presented for review.

Earlier Recommendation 3

The following principles must be applied:

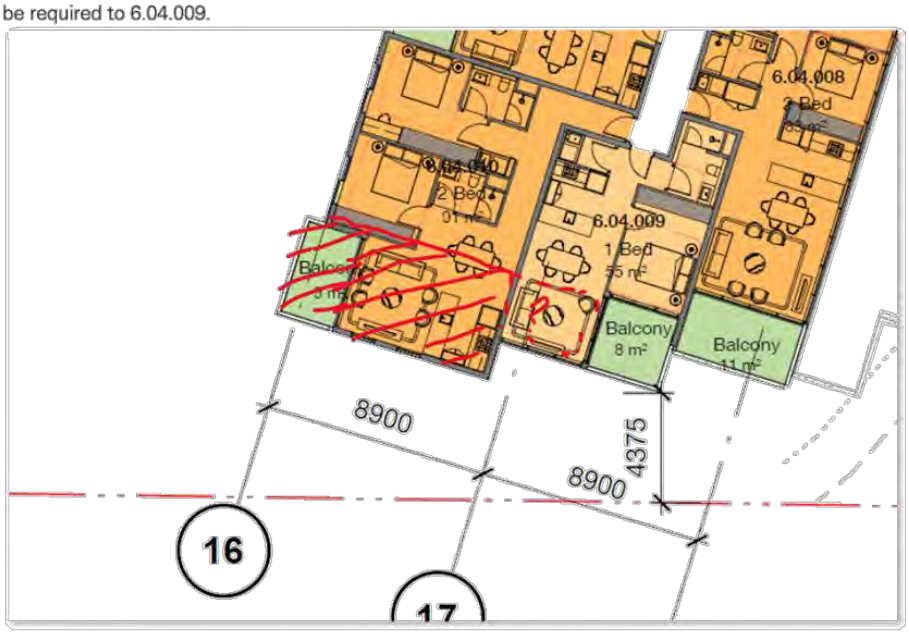
a) *The siting and scale of the development must be configured so that no additional overshadowing occurs to the adjoining Annette's Place Playground and the Main Yarra Trail between 10am and 2pm at the September Equinox.*
b) *Ensure the new east-west primary walk through the site enjoys amenity free from overshadowing between the hours of 10am and 2pm at the September Equinox.*
c) *Ensure 50% of the Central Plaza Open Space and Southern Lagoon Communal Space enjoys access to sunlight between 10am and 2pm at the September Equinox consistent with the goals outlined in the Urban Design Guidelines of Victoria.*
d) *Ensure the western Footpath of River Boulevard and the eastern Link to David Street are not overshadowed between 10am and 2pm at the equinox.*
e) *Provide enhanced areas for tree-planting in a setback zone between the western street interface and the site to improve shade, biodiversity and enhanced placemaking to deliver a sense of place as sought in the Development Guidelines and State and Local Policy.*
    i. *Utilise these setback zones and subsequent erosion of form to provide daylight and natural ventilation into the common areas of Building 1at all levels in conjunction with erosion of the western streetscape interface to mitigate the impacts of visual bulk.*

Response




26. In response 2 of their letter dated 21/11/22, the applicant asserts that, *it is considered that the proposal and the extent of shadow that results are reasonable including that cast off site, in this regard we draw attention to our initial town planning assessment and the revised material assessment under cover letter dated 4 October 2022.*
Further, we note that the Comprehensive Development Zone Schedule 1 ('CDZ1') and the built form outcomes envisaged only require shadow to be 'limited' in the context of adjoining land and are not written in as a prohibition. Similar with the Victoria Gardens Urban Design Guidelines (the 'Guidelines'), whereby the Guidelines only require 'adequate' sunlight for adjoining land and does not require any further specific consideration in this regard. In the context of the CDZ1 and the Guidelines the building envelope encourage a form of up to RL31 along the southern boundary. This is distinct from the interface to the river whereby the CDZ1 and the Guidelines require form to terrace from the river up to RL29 and respond to specific shadow tests. More specifically and in the context of the shadow generated off site we note the below: At no point is there any shadow cast on the September equinox between 9am and 3pm to the main play area, shadow is only cast to the swings.
27. I am pleased and support changes to the plans that address shadowing to the main trail the internal plaza and the southern open space within the site.
28. However, to assert that swings do not represent part of the core play area is inaccurate in both practice and in this case where it forms an integral part of the made playground zone as can be seen in the aerial. They are of course an essential and important and integral part of the playground function, diversity, and form. Presently the swings are impacted by overshadowing from10am until 12 noon at the September equinox arising from the projection of the southwest corner of the eastern wing. It is incongruous in my view that the applicant agrees that it is important to protect the amenity of their pool area for this period but not the adjacent universally accessible children's playground. It would appear that the conversion of the southwest corner unit 6.04.010 from a 2-bedroom unit to a one bedroom and removal of overhanging roofs to the

projecting resultant balcony would to a large extent address this issue. Some minor change may be required to 6.04.009.



Recommendation 3

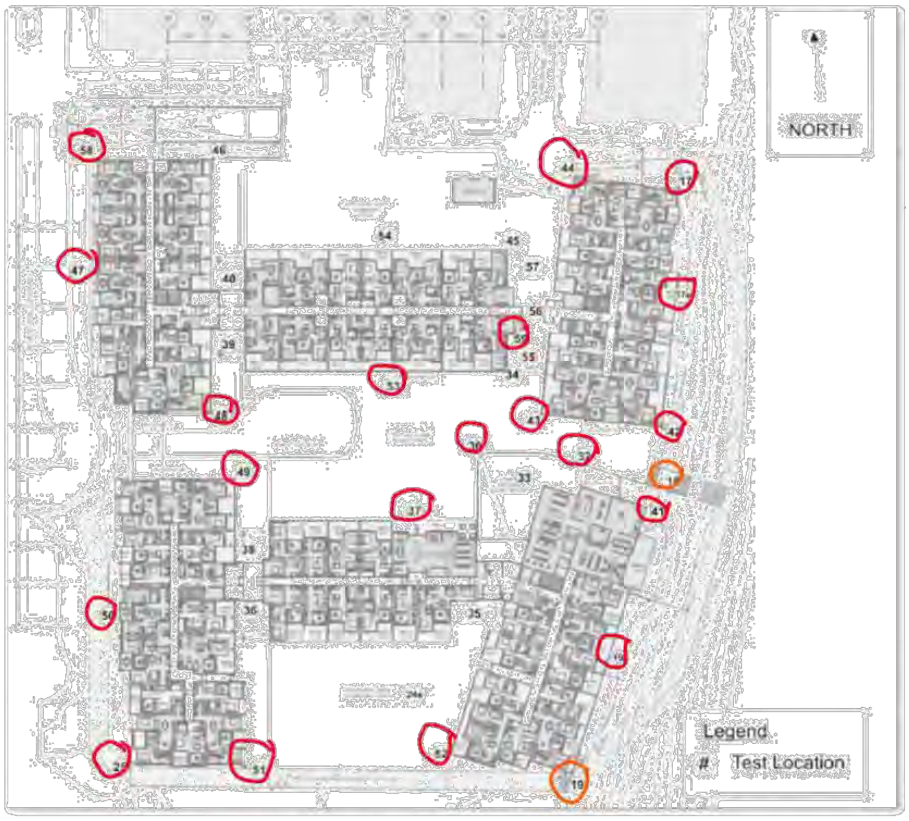
Amend the uppermost southwestern unit 6.04-010 to ensure that no overshadowing of the swings area of the adjoining children's playground within Annette Place Playground occurs between the hours of 10am and 2pm at the September Equinox to the satisfaction of Council.

Wind impacts on surrounding streets and spaces

Earlier Recommendation 4

Demonstrate through the inclusion of a Wind Report and wind tunnel testing, that the development has been configured to ensure that:

a) *No detrimental impact arises to the adjoining public Realm of Annette's Place Park, the Main Yarra Trail and ecological corridor, the River Boulevard streetscape or the adjoining public and private space to the north and west of the site.*
b) *That the Central Plaza zone and Northern communal lawn are invested with amenity standards suitable for long-term sitting.*
c) *That the proposed primary walking network and entrances to all buildings are invested with standards suitable for standing supporting neighbourhood interaction.*



29. The Wind report indicates that for the most part the proposal demonstrates fitness for purpose of ground floor entry areas to buildings and the primary social space south of Building 5. The areas marked red above indicate areas of the ground plane that do not meet the satisfactory condition for sitting.
30. A number of those when juxtaposed with the landscape plan indicate that areas identified with a high expectation of occupation for extended periods for social interaction along the primary east-west spine in the Central Plaza and the southeast corner of the pool area examples do not meet the standard spaces for sitting that should be expected in these areas.
31. Of additional concern is that the wind speeds at the interfaces with the river corridor in each of test areas 17, 17a, 18, 19a 19, 42 and 41 at the interface with the important ecological corridor of the Yarra don't meet the standard, with wind speeds increasing as a result of the development in the tested areas. I am unaware of the impact of these changes in conjunction with light spill on these habitat areas but the fact that they also do not encourage occupation of ground floor terraces in these areas is in my view unacceptable for both occupants and fitness for purpose.
32. Disappointingly too the gateway to Annette's Place (Test point 25) has also seen a demonstrable reduction in walking and standing comfort outcomes with neither achieving the desired standard
33. The wind report also states that the present design of the rooftop terraces, the majority configured with shared dining and seating zones as passive recreation areas, are not fit for the

described and logical purpose indicated on plans, with the rooftops of Buildings 1 to 5 inclusive and Building 7 failing to meet the standard. Rooftop terraces in Yarra are now commonplace and the achievement of standards suitable for sitting similarly so. The proposed responses should ensure these spaces are fit for their intended purpose and well used. The sections with the submission indicate the activities sought which are self-evidently consistent with the need to meet the seating standard.



Recommendation 4

Provide an updated set of plans and wind report demonstrating that the proposed ground floor private terraces facing the river and the primary seating social areas south of the central driveway within the central plaza and southern shared amenity zone, along with the roof top sitting areas to all buildings meet the Wind Speed comfort levels suitable for sitting.

Overlooking

Earlier Recommendation 5

Provide a minimum separation of 9m between the built form of all buildings to ensure that units are not reliant on screening to deliver acceptable standards of privacy.

Response

34. I am satisfied that the intent of this recommendation has been met.

Earlier Recommendation 6

Reconfigure the internal corners of development to eliminate the conflicts between development (The arrangements noted below are examples of current unacceptable juxtapositions)

Response

35. I am satisfied that the intent of this recommendation has been met.

Earlier Recommendation 7

Provide updated plans, sunlight, and overshadowing studies to demonstrate that in the reconfiguration of the development is to ensure that all east and west facing apartments receive a minimum of 3 hours sunlight between the hours of 9am and 3pm at the September Equinox and that daylighting outcomes for all habitable rooms achieves acceptable standards.

Response

36. I am yet to see evidence that this outcome has been achieved. Hence, I would maintain the Recommendation with the following amendment.

Recommendation 5

Prior to the endorsement of plans, provide updated plans, sunlight, and overshadowing studies to demonstrate that in the reconfiguration of the development is to ensure that all east and west facing apartments receive a minimum of 3 hours sunlight between the hours of 9am and 3pm at the September Equinox and that daylighting outcomes for all habitable rooms achieves acceptable standards to the satisfaction of the responsible authority.

Excessive scale impacts on the southern park and river park interface

Earlier Recommendation 8

a. *Re-site, reconfigure and erode the southern wings of Building 4 and Building 6 to enhance the quality of engagement with Annette's Place, with a treatment of the interface as a civic edge to the park and mitigation of overshadowing and bulk impacts through erosion of form and investment with landscaping and revised palettes to the satisfaction of Council.*
b. *Ensure that the proposed uplift areas in Building 1 and 4 are configured to provide enhanced open space to common areas through erosion of the western façade near the lift core and arranged to mitigate offsite visual bulk, overshadowing and wind effects as noted elsewhere in the report.*
c. *Increase the southern setback to a minimum of 5m for Buildings 4 and 6 and increase the setbacks of the western frontage to better align with the ambitions of the development guidelines:*
    a. *To create an integrated comprehensive development with a sense of place.*
    b. *To better Link additional public open space with the Yarra River corridor*
    c. *To improve and promote public access to the area and architecture that complements the surrounding area.,*
    d. *In its setbacks, envelopes, and heights, both: -*
        i. *Complements and enhances streetscape and Built form*
        ii. *Integrates with the surrounding neighbourhood and appropriately transitions height, scale, and massing in respect to the surrounding development,*

Response

37. The applicant has introduced Juliet balcony treatments to the flanking south walls of SW and SE apartments of Building 4, an improvement on earlier arrangements in my view.

The Northern Interface with the Park and park entry

Earlier Recommendation 9

Redesign and reconfigure the northern link and building interface of Building 1 to the link and adjoining pocket park to invest the northern façade with high levels of articulation balcony treatments and landscaping leveraging of its important gateway role and civic function in connecting the Pocket Park with River Boulevard to the satisfaction of Council.

Response

38. I am satisfied that the intent of this recommendation has been met.

Daylight amenity

Earlier Recommendation 10

Demonstrate to the satisfaction of Council that adequate daylight is provided to all habitable rooms and workspaces including kitchens.

Response

39. I note the Stantec assessment concludes that 38 apartments do not achieve daylighting compliance. A better outcome should be achieved by the applicant with the site effectively unencumbered by adjoining development and enjoying extraordinary access to adjoining parklands. It is unclear on what basis the report concludes that the outcome 'should be acceptable to council,' when daylighting has been a continuing source of concern for VCAT in hearings with which I have been involved in Yarra.

Recommendation 7

Demonstrate to the satisfaction of Council that adequate daylight is provided to all habitable rooms and workspaces including kitchens.

River interface

Earlier Recommendation 11

Re-site, reconfigure and erode:

> *Building 6 to invest the river frontage with a more responsive treatment to the interface particularly through planter treatments and a smaller footprint to the north and eroded footprint to the south*
> *Building 3 to Level 5 to address offsite overshadowing and bulk impacts with investment to in planter treatments to setback zones at this level and Level 4 to the satisfaction of Council.*

Response

40. I note my earlier recommendation in relation to the southwest corner of Building 6.
41. The applicant relies on a changed colour palette and high degrees of glazing to the upper two levels as the primary responses to the concerns raised in this recommendation.
42. Opportunities exist in my view to make more visible and amplified the landscape edge to the river of rooftop terrace areas and the second level amplified terraces to better nest the built form into the highly sensitive setting, given the removal of 42 trees now proposed with the consequent higher level of visibility until new landscapes grow and mature.



Recommendation 8

Invest the level 2 larger terrace and rooftop landscaped terraces with enhanced river facing treatments to Building 3 and 6 to invest the river frontage with a more responsive verdant outcome to the interface particularly through planter treatments and eroded footprint to the south.

Building configuration

Earlier Recommendation 12

> *Reconfigure Building 2 and Building 4 with their own entry and lift cores accessed from the central plaza zone*
> *Provide a minimum separation of 9m between buildings*

Response

43. I am satisfied that the intent of this recommendation has been met.

Natural light and ventilation

> *Ensure that the common areas of each building are invested with access to daylighting and natural ventilation on all levels to the satisfaction of Council.*
> *Reconfigure common areas to provide increased variance and visual interest acknowledging the core role of the development as homes for people and the need it invest the experience of the householder with a sense of street and address not of long unarticulated common width corridors to the satisfaction of council.*

Response

44. The proposed 40m long internal common corridors to Building 1, 4 and 6 is excessive without a window to the exterior save for the adjoining vertical garden some 8m to the east and west respectively of the corridor and central corridor.
45. Typically, in buildings with these attributes Council would be seeking natural ventilation at either the north to south ends to address the issues arising from these arrangements.
46. These concerns have been supported in my memory consistently by VCAT and sought by BADS standards.
47. The problem is amplified by the narrow nature of the central lift core where a dimension of only 1.6m for the lift core is proposed.
48. With the lift lobbies working very hard and providing access to large populations and similarly movement of furniture and equipment adoption of standards for the municipality would be expected as a minimum. These dimensions which I acknowledge I had missed in earlier review fall well below the standards typically provided even in much smaller buildings in Yarra.

Recommendation 9

a. Provide natural light at the south end of corridors to provide a visual break in form and additional visual interest at the interface with Annette's Place and enhanced health safety and amenity for occupants to the satisfaction of Council.
b. Widen the central lift lobby to a minimum of 1.8m to facilitate enhanced movement of goods and furniture and accommodation of residents waiting for service to the satisfaction of Council.

Green Travel

Earlier Recommendation 13

Reconfigure bicycle access to better connect to the Main Yarra Trail to the satisfaction of Council and incorporate e-bike charging stations and increased cycle numbers to the satisfaction of Council.

Response

49. I am satisfied that the intent of this recommendation has been met.

Access equity
Recommendation 13

Reconfigure the primary east-west access between the Capital City Trail and the subject site to facilitate equitable access for all residents and users of the network to the satisfaction of Council and relevant authorities.

Response

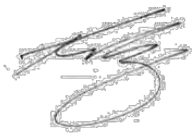
50. I am satisfied that the intent of this recommendation has been met.

Permeable Footprint
Earlier Recommendation 14

Provide for additional deep soil planting both through the site and at interfaces with the river and adjoining parks to the satisfaction of Council.

Response

51. I am satisfied that the intent of this recommendation has been met.



Prepared by Robert McGauran

12 December 2022

640.10090.07480-L02-v1.0 25-35 River Blvd acoustic review.docx

City of Yarra
PO Box 168
Richmond VIC 3121

Attention: Daniel Herrmann

Dear Daniel

25-35 River Boulevard, Richmond
Development Application- Review of Acoustic Report
PLN21/0836

SLR Consulting Pty Ltd (SLR) has been retained by the City of Yarra to provide a review of the updated acoustic report for the planning application at 25-35 River Boulevard, Richmond.

The background to this review is that in June 2022, SLR Consulting conducted a peer review (reference *640.10090.07480-L01*) of the acoustic report dated 08/02/2022. The applicant's acoustic consultant has now produced an updated acoustic report, the details of which are as follows:

- Title: 25-35 River Boulevard, Richmond – Acoustic Assessment
- Date: 03/08/2022 (Revision 1)
- Prepared for: Salta Properties
- Prepared by: Acoustic Logic

The following sections of this letter contain our review of the updated acoustic report, referenced to the Recommendations section of our previous letter. We thank the acoustic consultant for providing a cover letter which identifies which identifies how each item has been addressed.

Item 1: The background noise measurement data is now over 10 years old and may no longer be appropriate. Ideally, photos of the measurement location and graphs of the hourly noise levels should be presented.

Summary of the Acoustic Report

Section 2 of the accompanying cover letter states that graphs of the noise monitoring results have been added to Appendix A of the acoustic report.

SLR comments

The results graphs for location 5 (in Appendix 2) suggest that either a conservative approach has been adopted with regard to the average background levels used for the assessment, or an adjustment has been applied to the

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results. In this case, we are no longer concerned about the age of the monitoring data. Ideally, photos of the measurement location would be provided.

We consider that this item is no longer an issue.

Item 2: The statement about nearby rooftop plant being unchanged since 2016 should be confirmed by the tenants/owners of the buildings in question, or by photographic evidence

Summary of the Acoustic Report

Section 4.1 of the accompanying cover letter states that the nearby BAE building and the Victoria Gardens Shopping Centre are either owned or co-owned by Salta Properties *[who is the applicant for the subject site]*. Therefore the statements in Section 6.4.1 are from the owners of these nearby buildings.

SLR comments

In principle we would suggest this is a reasonable approach, however there is no statement from Salta Properties in Section 6.4.1 of the acoustic report.

Item 3: The source levels (in spectrum format) used for the assessment should be presented. If the source levels are based on unattended monitoring, graphs of the monitoring data should be provided. Ideally, photos of the measurement/monitoring locations should also be provided.

Summary of the Acoustic Report

Section 4.3 of the accompanying cover letter states "No comments".

SLR comments

This information has been requested in order to review whether traffic noise in bedrooms is expected to meet the criteria. If the applicant does not provide the information or reasoning about why it is not required, then we don't see how this item can move forward.

Item 4: The design targets for commercial/industrial noise should be as per Table 6 of EPA Publication 1826.4.

Summary of the Acoustic Report

Section 4.2 of the accompanying cover letter states that the indoor adjustments in Table 6 of EPA Publication 1826.4 are not meant to be used in situations where existing commercial noise does not meet the outdoor noise limits. The proposed design targets for bedrooms –35 dBA $L_{eq,1h}$ during the day/evening period and 30 dBA $L_{eq,1h}$ during the night period – are based on AS/NZS 2107:2021 [*there is no revision of AS/NZS 2107 dated 2016, therefore we presume that this is referring to the latest revision dated 2021).*

SLR comments

The EPA approach is not designed to protect existing industry. Under EPA legislation, industry pushed into non-compliance by the introduction of new residential development may be required to implement noise control measures to ensure that they comply with external noise limits at the new site.

By contrast, the intent of the City of Yarra Guidelines is to achieve internal noise levels from existing industry that minimise the risk of complaint from apartment occupants, so that external non-compliance does not become an operational issue for the industry. It should also be kept in mind that this approach is only accepted in situations where the developer cannot feasibly ensure ongoing external compliance of existing industry with the Noise Protocol.

Based on our experience in applying EPA Publication 1826.4 on other projects after our original review was conducted, our revised advice is to instead refer to the City of Yarra guidelines ("Guidelines – managing noise impacts in urban development, 2019") on this matter. These guidelines still reference SEPP N-1, therefore we consider it reasonable for the indoor limits to be calculated with reference to SEPP N-1 rather than EPA Publication 1826.4. The SEPP N-1 indoor to outdoor correction is 15 dB, rather than 20 dB used by EPA Publication 1826.4. Based on Table 11 of the report, our calculations of the internal noise criteria are 41 dBA during the day, 34 dBA during the evening and 29 dBA during the night. Given the small difference between this night period criteria and the 30 dBA criteria currently used by the assessment, it is possible that the new criteria would be met with the proposed glazing (which, incidentally, includes the option for 6 mm thick float glass and is the absolute minimum that would be used on a multi-level residential development).

In summary, we recommend that the project be designed to achieve indoor noise levels based on the SEPP N-1 indoor noise limits (i.e. the external limits minus 15 dB). The criteria should be met for any 30 minute period, taking into consideration any relevant corrections for noise character, as per SEPP N-1 and Noise Protocol guidance.

Item 5: Predicted levels of existing commercial/industrial and traffic noise break-in for the worst-case proposed apartment should be presented.

Summary of the Acoustic Report

Section 4.4 of the accompanying cover letter includes the following predicted noise levels for the night period:

- 29 dBA $L_{eq,1h}$ for commercial/industrial noise in the most affected bedroom (which is in apartment 4.6.005), thus complying with the criteria by 1 dB.
- 32 dBA $L_{eq,1h}$ for traffic noise in the most affected bedroom (which is in apartment 1.5.009), thus complying with the criterion by 3 dB.

SLR comments

The predicted noise levels have been provided as requested. After item 3 (above) is resolved, we will be able to comment on whether the design targets are expected to be met.

The building design shown in the screenshots appears to be different from the floorplans we have received (Revision B drawings dated 30/09/2022) and Table 1 in the report refers to drawings from last year. The acoustic assessment should be based on the current design.

Item 6: The review of the mechanical plant should be conducted by a suitably qualified acoustic consultant. A review of noise from the proposed substation should also be included in this review.

Summary of the Acoustic Report

Section 8 of the acoustic report states that a review of mechanical plant and substation equipment be conducted by a suitably qualified acoustic consultant at the detail design stage of the project.

SLR comments

We consider that this item is adequately addressed.

Item 7: If the opening hours of the F&B Café could include the period of 10 pm to 7 am, an assessment of patron noise should be conducted. If music above background levels is proposed, an assessment of music noise should be conducted.

Summary of the Acoustic Report

Section 9 of the acoustic report states that the hours of the café and F&B tenancies are to be limited to between 7 am and 10 pm.

SLR comments

We consider that this item is resolved.

Item 8: Noise from parties in the outdoor communal areas (particularly the lagoon and the Building 4 rooftop area) is a concern, if there is no limit to the hours of usage and the number of people present. We suggest that these spaces are restricted for use to the day/evening periods (e.g. 7 am to 10 pm Sunday to Thursday, and 7 am to 11 pm Friday and Saturdays).

Summary of the Acoustic Report

Section 10.3 of the acoustic report recommends that the hours of the southern lagoon communal space be limited as per above.

SLR comments

We consider that this item is resolved.

Item 9: The report should state the maximum allowable source level for the car stackers (if present) and the carpark gate.

Summary of the Acoustic Report

Section 8 of the accompanying cover letter states that the maximum noise level for the carpark gate is provided in Section 11.2 of the acoustic report.

SLR comments

The maximum source level for the carpark gate is not stated in Section 11.2 of the acoustic report (the wording of "is achievable at 1 metre" does not form a requirement).

It is unclear whether any car stackers are proposed for the development. If none are proposed, any references to them (such as in the 2nd paragraph of Section 11) should be removed from the acoustic report.

Summary

A review of the updated acoustic report for the mixed-use development at 25-35 River Boulevard, Richmond has been completed. A summary of the issues that remain outstanding is as follows:

- *Item 2: Section 6.4.1 of the acoustic report doesn't include a statement from Salta Properties about rooftop plant at the nearby BAE building and the Victoria Gardens Shopping Centre.*
- *Item 3: If the applicant does not provide the requested information about the source levels for traffic noise or reasoning about why it is not required, then we don't see how this item can move forward.*
- *Item 4: The internal design targets for commercial/industrial noise be calculated using the SEPP N-1 indoor noise limits (i.e. the external limits minus 15 dB). The criteria should be met for any 30 minute period, taking into consideration any relevant corrections for noise character, as per SEPP N-1 and Noise Protocol guidance.*
- *Item 5: The acoustic assessment (for all aspects of the development) should be based on the current building design.*
- *Item 9: The maximum source level for the carpark gate is not stated in Section 11.2 of the acoustic report. It is unclear whether any car stackers are proposed for the development. If none are proposed, any references to them should be removed from the acoustic report.*

Further details of these issues are presented in the previous sections of this review.

Yours sincerely



SIMON DE LISLE
Associate- Acoustics

Checked/
Authorised by: DW

Attachment 7 - PLN21/0836 - Referral comments for Amended Plans (consolidated)

Strategic Transport Formal Referral Response

Application Information:

Referral Officer:	Philip Mallis
Officer:	Daniel Herrmann
Council Reference:	PLN21/0836
Address:	25 River Bvd, Richmond VIC 3121
Proposal:	Development plan approval pursuant to Schedule 1 (Victoria Gardens Comprehensive Development) of the Comprehensive Development Zone (clause 37.02 of the Yarra Planning Scheme) for the construction of six (6) buildings, to a maximum height of eight (8) storeys, to provide 494 dwellings and one level of basement car parking (201 cars).
Comments Sought:	Click here to view referral memo: D22/282189 - IREF22/00479 - Internal Referral Formal Request
Disclaimer:	Council's Strategic Transport unit provides the following information which is based on the information provided in the referral request memo referenced above.

Comments

Access and Safety

The following safety and access concerns should be addressed:

Issue One - Crossovers

- The two proposed footpath crossovers on River Street must be raised to footpath level and include signage directing vehicles to give way to pedestrians:
  - This is to improve safety and amenity for people walking along River Boulevard

Bicycle Parking Provision

Statutory Requirement

Under the provisions of Clause 52.34-3 of the Yarra Planning Scheme, the development's bicycle parking requirements are as follows:

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Dwellings	473 dwellings	In developments of four or more storeys, 1 resident space to each 5 dwellings	95 resident spaces	473 resident spaces

		In developments of four or more storeys, 1 visitor space to each 10 dwellings	47 visitor spaces.	27 visitor spaces
Bicycle Parking Spaces Total			**95 resident spaces**	**520 resident spaces**
			47 visitor spaces	**27 visitor spaces**
Showers / Change rooms		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	**0 showers / change rooms**	**0 showers / change rooms**

The development provides a total of 425 additional resident spaces above and 20 fewer visitor spaces below the requirements of the Scheme.

Adequacy of visitor spaces
27 spaces are noted as visitor bicycle parking spaces.

The provision of the visitor spaces is inadequate given:

1. While 27 spaces does not meet the statutory requirement of 47 visitor spaces, it is recognised that specific analysis has been completed:
    - It is recommended that at least four additional visitor bicycle parking spaces be provided at Ground Level in the Porte Coche area or nearby.

Adequacy of resident spaces
Number of spaces
The proposal includes a surplus of 425 resident spaces above the requirements of the planning scheme, it is noted:

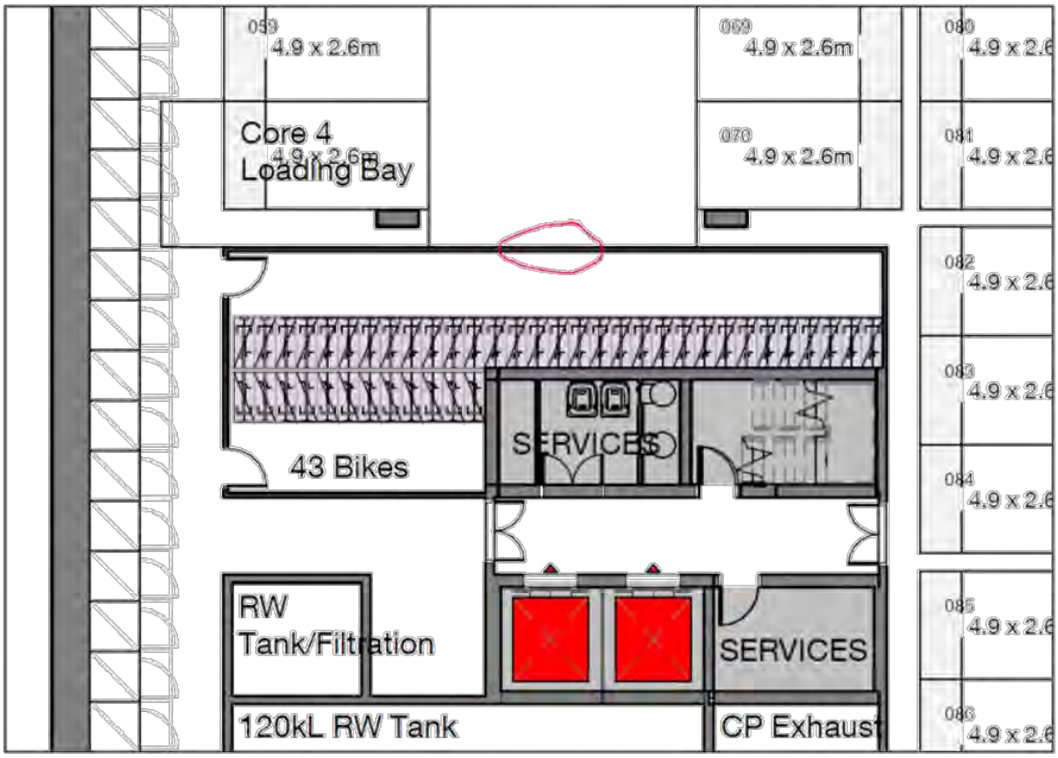
2. A significantly reduction of car parking spaces is sought.
3. Given the above, best practice requires a rate of 1 space to each dwelling, which this application exceeds. Therefore, the number of resident bicycle parking spaces is acceptable.

Design and location of resident spaces and facilities
Resident spaces are additional located and designed for the following reasons:

4. The revised bicycle access ramp design is of an appropriate width and is acceptable.
5. The secondary ramp from the carpark level to the secure bicycle parking does not have dimensions included.
6. In addition, the previous comment to include dimensions for all access ways has not been completed. For example, all access ways in the bicycle parking area must be provided to demonstrate compliance with AS2890.3. To clarify, dimensions must be provided for the following:
    - All internal access ways in bicycle storage areas
    - Dimensions of doorways in bicycle storage areas
    - Secondary access ramp from the Basement carpark to Bicycle Storage Zones 1, 2 and 3
7. The proposed access path to Bicycle Zone 5 traverses the storage cage area with a corridor width of only 2 metres, if one or more of the storage cages are open or in

use, this would present insufficient width for a person walking a bicycle to pass. This should be addressed and/or provision made for bicycles to use the general carpark accessways as an alternative route if required.

8. Access to Bicycle Parking Zone 4 could be improved by moving one of the two entrances to the north side of the storage are to facilitate access from the carpark accessway (see diagram marked below, proposed doorway circled in red).



Electric vehicles

Council's BESS guidelines encourage the use of fuel efficient and electric vehicles (EV).

Provision of electric car charging points is shown on plans as being included in each basement. Additionally, to allow for easy future expanded provision for electric vehicle charging, all car parking areas should be electrically wired to be 'EV ready'. A minimum 40A single phase electrical sub circuit should be installed to these areas for this purpose.

The electric bicycle charging facilities included in the site are commendable. However, as far as can be ascertained on the plans, these are proposed to be adjacent to vertical racks. This is not appropriate as ebikes are typically significantly heavier than non-electric bikes and cannot be lifted onto vertical racks – particularly if they are cargo or similar larger bikes.

Car share

It is recommended that, as included in the Transport Impact Assessment (page 31), arrangements be made with a car share operator to include the provision of car share vehicles on the subject site. Given the limited on-street car parking in the area, this is far more appropriate than including one on streets.

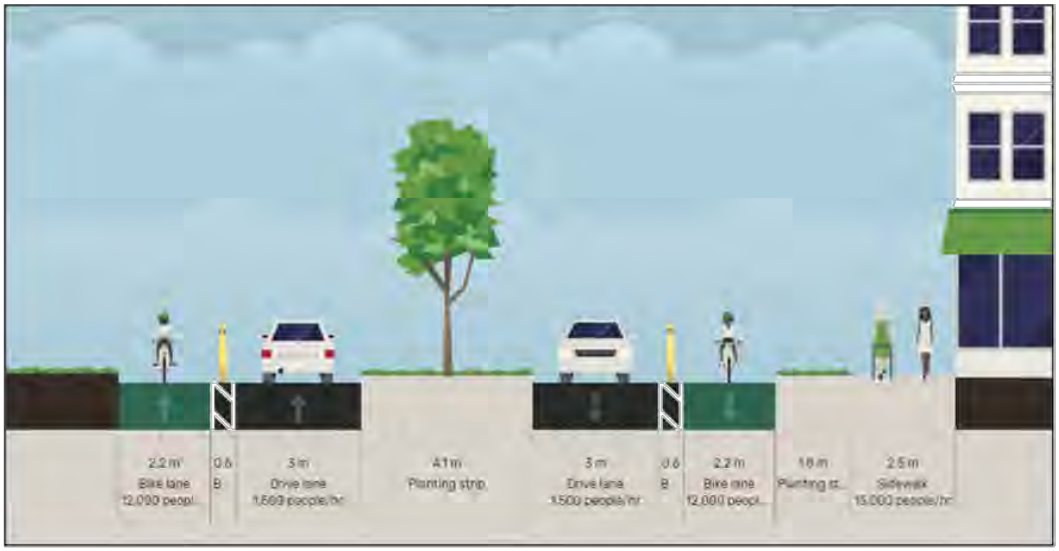
Yarra's Bicycle Lanes and DoT comment response

General agreement with the letter from the Department of Transport in principle on the basis that improvements to the surrounding bicycle network must be made.

Proposal

Strategic Transport recommends that the following improvements are made to the immediate bicycle network as part of this development in the form of a Developer Contribution or similar arrangement whereby the applicant undertakes the work in liaison with Council (preferred):

- Install a bicycle head start lantern for northbound bicycles on River Street turning into Victoria Street
  - Install associated in-ground detector loops for bicycles.
- Convert the existing painted on-road bicycle lanes on the east side of River Street to protected bicycle lanes by replacing the on-street car parking on the east side of River Street
  - The soundbound dedicated right turn lane into Victoria Gardens should be partially converted to a single lane for turning and straight on traffic to create space for a protected bike lane on the east side of River Street.
  - See the indicative diagram below showing concepts for what this section of River Street (south of Elaine Court) could look like under this arrangement (measurements are estimates only, diagram is facing north along River Street):



9. Investigate converting the existing zebra crossing in the driveway to Victoria Gardens to a raised wombat pedestrian-priority crossing to improve pedestrian and bike safety by slowing down vehicles to a safe speed. If a raised crossing is not possible, speed cushions should at least be installed for exiting vehicles. The relevant crossings are circled in red below:



10. We do not agree with DoT that bicycles should be using a shared path on the east side of River Street at Victoria Street. The existing path is insufficiently wide and a shared path will introduce conflicts with the relatively high volumes of pedestrians in the area, which will significantly increase as a result of this proposed development. In addition, there is sufficient space under the arrangement suggested above for people on bikes to safely use the road.

Discussion and justification

The City of Yarra's recently-adopted *Yarra Transport Strategy 2022-32* nominates River Boulevard as part of the municipality's bicycle network (see map below, River Boulevard highlighted in the blue circle).

Figure 1 – Inset of City of Yarra New Deal for Cycling Network on River Boulevard



River Boulevard forms an important connection between several sections of the New Deal for Cycling Network (Council) and Strategic Cycling Corridors (State Government). Improved bicycle lanes on River Boulevard is identified as a project that will be undertaken in the future.

The proposed development would significantly increase vehicle traffic and also generate additional demand for cycling in the immediate vicinity. As a result, and given the scale of the development, it is considered reasonable for improvements to be made to the street network.

As noted above, the Department of Transport has also requested that cycling network improvements be made in its earlier letter.

Proposed conditions

The key outcomes for Strategic Transport is to ensure that:

1. River Boulevard is not returned to its current layout;
2. No works preclude future protected bicycle lanes; and
3. An appropriate contribution is made by the applicant to mitigate impacts and cater for new demand.

As a result, the following conditions are proposed for the applicant to include in the relevant plans and documentation:

1. The indicative location for the future protected bicycle lanes on River Boulevard;
2. The existing on-street car parking spaces on River Boulevard will not be reinstated following construction; and
3. That the applicant will fund the design and approvals process for Council for protected bicycle lanes on the east side of River Boulevard, to prepare for Council to deliver this infrastructure at a future date.

An alternative option for (3) is that the applicant also construct low-cost 'popup' infrastructure to deliver a temporary protected bicycle lane while Council prepares and constructs permanent infrastructure following construction of the development.

Indicative costs for both options are shown below:

- **Option 1: Applicant funds design only, to the satisfaction of Council, Council to deliver infrastructure** (estimated cost: $40,000)
- **Option 2: Applicant funds design and constructs 'popup' infrastructure, to the satisfaction of Council within 12 months of completing construction, Council to deliver subsequent permanent infrastructure** (estimated cost: $80,000)

Either option is satisfactory for Council, but Option 2 is preferred.

City Works

Relevant to this business unit and this application, the following capital works are approved / proposed within the area of the subject site (as relevant to the planning application):

None related to Strategic Transport.

Recommendations

The following should be shown on the plans before endorsement:

1. The two proposed vehicle crossovers onto River Street into the subject site must include a raised pedestrian-priority ('wombat') crossing for the River Street footpath:

   a. The crossovers must also include appropriate signage for motorists entering and exiting the carpark and porte-cochere to give way to pedestrians on the River Street footpath.

2. At least four additional horizontal bicycle parking spaces to be provided in the central courtyard area.

3. Dimensions of all relevant doors, ramps and access ways noted to demonstrate compliance with Australian Standard AS2890.3 or to the satisfaction of the Responsible Authority.

4. Amendment of access to Bicycle Storage Zone 5 to ensure a clear width of at least two metres in the access corridor at all times, and;

   a. provision included in the carpark design to allow people on bicycles to safely utilise the general carpark accessways.

5. Reference to a minimum 40A single phase electrical sub circuit should be installed to all car park bays for 'EV readiness'.

6. The location of electric bicycle charging adjacent to spaces suitable for electric bicycles to use (i.e horizontal on-ground spaces with sufficient widths to accommodate a larger electric bicycle, as per AS2890.3 Appendix A – 'cargo bicycle' and Section 2.2.8).

7. Recommendation that the applicant make appropriate arrangements with a car share operator to include the provision of car share vehicles on the subject site.

8. The following bicycle and walking network improvements in the vicinity of the site be funded and/or undertaken by the applicant:
   a. Intersection upgrade of River Street/Victoria Street comprising:
      i. Install a bicycle head start lantern for northbound bicycles on River Boulevard turning into Victoria Street
      ii. Install associated in-ground detector loops for bicycles.
   b. Convert the existing painted on-road bicycle lanes on River Boulevard to protected bicycle lanes comprising:
      i. Removal of on-street car parking on the east side of River Boulevard
      ii. Conversion of the soundbound dedicated right turn lane into Victoria Gardens on River Boulevard to be partially converted to a single lane for turning and straight on traffic to create space for a protected bike lane on the east side of River Boulevard.
   c. Convert the existing zebra crossing of the Victoria Gardens access driveway from River Street into a raised pedestrian-priority crossing.
   d. Review of existing DDA compliance of path network, in particular access to the tram stop on Victoria Street.
   e. Installation of a new kerb ramp onto River Street from the shared path connecting to River Boulevard to facilitate bicycle access onto the road carriageway that:
      i. Matches the width of the bicycle lane, plus 300mm tapers on either side to ensure that the travel path remains consistent and a 1:15 gradient for the ramp, subject to review and to the satisfaction of the Responsible Authority.

Attachment 7 - PLN21/0836 - Referral comments for Amended Plans (consolidated)

Principal Strategic Transport Planner (Strategic Transport Unit): Philip Mallis

Date: 10 February 2023



Attachment 7 - PLN21/0836 - Referral comments for Amended Plans (consolidated)

ESD Formal Referral Response

Application Information	
Referral Officer	Daniel Herrmann
Officer	Gavin Ashley
Council Reference	PLN21/0836
Address	25 River Bvd, Richmond VIC, 3121
Proposal	Development plan approval pursuant to Schedule 1 (Victoria Gardens Comprehensive Development) of the Comprehensive Development Zone (clause 37.02 of the Yarra Planning Scheme) for the construction of six (6) buildings, to a maximum height of eight (8) storeys, to provide 494 dwellings and one level of basement car parking (201 cars).
Comments Sought	Click here to view the link to the Statutory Planning Referral memo: **D22/282421**

Council's ESD Officer provides the following information which is based on the information provided in the Statutory Planning referral request memo referenced above.

ESD comments were requested on the following:

- Review and comment on the revised Sustainable Management Plan.
- Review response to previous referral comments.
- Recommend any conditions to be included on any approval issued.

In assessing this application, the following documents were reviewed:

- SMP prepared by Stantec (Rev 008 – 28.09.2022)
- Architectural Plans prepared by Bates Smart (30.09.2022)
- Waste Management Plan prepared by WSP (Rev 4 – 29.09.2022)
- Landscaping Plan prepared by Arcadia (Rev C – 28.09.2022)
- ESD Memo (Daylighting) provided by Stantec

Comments

The standard of the submitted ESD does not meet Council's Environmentally Sustainable Design (ESD) standards.

Hello Daniel,

I have reviewed the amended documentation against previous ESD referral comments and the changes made, with an assessment provided below (in **bold**):

Previous ESD advice requested the following outstanding information items:

Provide daylight modelling, including a sample of lower level apartments with restricted outlook (i.e. 1.00.011, 1.00.001, 3.00.001, 3.00.013, 4.00.001, 6.00.009).

- **Satisfactory** – Preliminary daylight modelling had been provided that indicates 92% of apartments achieve the GS Buildings standard (this initial summary lacked some detail), however supplementary information provided on 10th Feb '23 by Stantec clarified the Green Star approach and provided a clear breakdown between bedrooms and living areas. The compromised apartments are minimal in number and are located where the north south buildings are adjacent to the central east-west building. This outcome improves over the levels. The project achieves the daylight credit in Green Star and provides sufficient evidence that the daylight amenity is maintained across the vast majority of apartments.

Clarify reduction in peak heating and cooling associated with building and services design.

- **Satisfactory** – Demonstrated through preliminary NatHERS and target to achieve a 7-star average.

Clarify external shading treatment for bedrooms and living areas along the North and West facades.

- **Pending** – No information has been provided. Like the North windows which are coupled with vertical shade (/ privacy) fins, the West facing windows should also be provided with external shading.
- **Action / permit condition** – Amend shading strategy for the West facing windows to include vertical fins (like the North facing windows) or alternative external shading option.

Confirm HVAC system for building (consider 3 pipe VRF).

- **Pending** – No information has been provided.
- **Action / Permit Condition** – Provide details of the proposed HVAC system (and consider 3 pipe VRF or heat pump alternative).

Clarify carpark ventilation strategy.

- **Pending** – No information has been provided.
- **Action / Permit Condition** – Clarify ventilation strategy for the basement carpark.

Provide more details regarding efficient lighting such as illumination power density and common area strategies to reduce energy demand.

- **Satisfactory** – Some details of lighting quality have been provided, with the development targeting the minimum expectation for GS Buildings (SMP, p. 21).

Update rooftop plans to indicate location, size and number of panels per PV system.

- **Pending** – No information has been provided.
- **Action / Permit Condition** – Update rooftop plans to indicate location, size and number of panels per PV system (i.e. 2x 20kW systems as per SMP).

Clarify how water reduction has been calculated.

- **Pending** – While details of *how* the water reduction may be achieved, no specific details provided (E.g. Water Use Calculator).
- **Action / Permit Condition** – Provide a copy of the Green Star Water Use Calculator to support claims of reducing water use by 40%.

Clarify misalignment between SMP and plans which details a total of 200-kL storage, while the SWMP/MUSIC model indicates a total of 120kL and amend accordingly.

- **Satisfactory** – The plans and SMP appear to have removed reference to a 200-kL tank and clarified 120-kL tank size.

Provide more information on the OceanGuard and Jellyfish filtration devices included within the MUSIC model.

- **Pending** – No information has been provided.
- **Action / Permit Condition** – Provide more information on the OceanGuard and Jellyfish filtration devices included within the MUSIC model (or similar), noting that over reliance on proprietary devices is not acceptable to the City of Yarra.

Clarify the inclusion of recycled materials (i.e. bricks) or products with post-consumer content (i.e. insulation)

- **Pending** – No information has been provided.
- **Action / Permit Condition** – Clarify the inclusion of recycled materials (i.e. bricks) or products with post-consumer content (i.e. insulation) and/or commit to the 'Responsible Structure' credit and have 80% of structural components (by cost) meet a Responsible Products Value score or at least 10.

Confirm whether upfront carbon will be measured via a Life Cycle Assessment pathway or using the Upfront Carbon Emissions Calculator, and provide details on how these reductions will be achieved (i.e. portland cement reduction).

- **Pending** – The SMP states that carbon modelling will be undertaken in subsequent design development phase.
- **Action / Permit Condition** – Provide a copy of the Green Star Buildings Upfront Carbon Emissions Calculator to support claim.

Confirm that all timber will be recycled or from accredited sustainably harvested plantation sources (FSC or similar).

- **Pending** – While the use of FSC and PEFC has been flagged in the SMP, the extent will be determined in the subsequent detailed design phase.
- **Action / Permit Condition** – Clarify extent (by cost or weight) of recycled and certified timber (FSC / PEFC) strategy.

Confirm whether PVC will be included in hazardous materials survey, and if not consider best-practice strategies to reducing or replacing PVC components.

- **Pending** – No information has been provided.
- **Action / Permit Condition** – Confirm whether PVC will be included in hazardous materials survey, and if not consider best-practice strategies to reducing or replacing PVC components.

Clarify misalignment between bike parks and amend SMP accordingly. P. 4 and p.16

- **Pending –** The SMP states 526 bicycle parking spaces, while the area schedule states a total of 527 (in the basement), while a count of the plans show 510 in the basement, and 10 at ground level.
- **Action / Permit Condition** – Clarify misalignment between bicycle parking numbers and amend documentation accordingly.

Clarify whether any EoT facilities will be provided for the employees of the ground level F&B outlet.

- **Satisfactory** – F&B has been removed and thus EoT requirements (SMP, p. 6).

Clarify whether car share details are to be included in a Building Users Guide (if provided).

- **Pending** – While no new car share spaces are provided, there is an opportunity to include details within the Sustainable Transport Plan (SMP, p. 6).
- **Action / Permit Condition** – Confirm that the Sustainable Transport Plan will include details of surrounding car share locations.

Clarify whether EV charging infrastructure is to be incorporated into the development. Noting at a minimum pre-wiring for future charging should be provided.

- **Satisfactory** – 20 EV charging spaces identified in the basement (and noted in the SMP) (TP03.B01 & SMP, p. 12).

Provide a Green Travel Plan / Sustainable Transport Plan with performance targets and monitoring and reporting components included.

- **Pending** – The SMP notes provision of a Sustainable Transport Plan following further detailed design.
- **Action/ Permit Condition** – Prior to development, provide a copy of the Sustainable Transport Plan.

Clarify provision of waste chutes for south-west core, as basement plans are unclear (TP03.B01).

- **Satisfactory** – Waste chute evident in south-west core.

Provide more details around heat resilience strategies (i.e. high SRI external finishes). Ensure materials schedule and Landscape Plan are amended to reflect any changes.

- **Pending** – While the SMP confirms that the GS Building Heat Resilience credit will be targeted, indicating 75% of the whole site contributes to urban heat island reduction, details such as SRI values are not provided for material elements.
- **Action / Permit Condition** – Amend material schedule within architectural pack to include SRI specifications for external elements (paving and roofing) that makes up the 75% relied upon for GS credit.

Confirm whether a Building Users Guide explaining optimal usage of building services to minimise energy and water consumption will be provided.

- **Satisfactory** – The SMP confirms provision of such a guide (SMP, p. 6).

ESD Officer: ASHLEYG

Signature: Gavin Ashley

Date: 15.02.2023

Attachment 7 - PLN21/0836 - Referral comments for Amended Plans (consolidated)

City Works
Formal Referral Response

Application Information	
Referral Officer	Daniel Herrmann
Officer	Atha Athanasi
Council Reference	PLN21/0836
Address	25 River Bvd, Richmond VIC 3121
Proposal	Development plan approval pursuant to Schedule 1 (Victoria Gardens Comprehensive Development) of the Comprehensive Development Zone (clause 37.02 of the Yarra Planning Scheme) for the construction of six (6) buildings, to a maximum height of eight (8) storeys, to provide 494 dwellings and one level of basement car parking (201 cars).
Comments Sought	Statutory Planning Referral memo: D22/282422

Council's City Works Branch provides the following information which is based on the information provided in the Statutory Planning referral request memo referenced above.

Comments:

The waste management plan for 25-35 River Boulevard, Richmond authored by WSP and dated 29/9/22 is satisfactory from a City Works Branch's perspective.

Officer: Atha Athanasi

Signature: 

Date:10/11/2022

Attachment 7 - PLN21/0836 - Referral comments for Amended Plans (consolidated)

Referral Response
City Strategy – Open Space Design

Application Information:

Referral Officer:	Kevin Ayrey
Officer:	Daniel Herrmann
Council Reference:	PLN21/0836
Address:	25 River Bvd, Richmond VIC 3121
Proposal:	Development plan approval pursuant to Schedule 1 (Victoria Gardens Comprehensive Development) of the Comprehensive Development Zone (clause 37.02 of the Yarra Planning Scheme) for the staged construction of six (6) buildings, to a maximum height of eight (8) storeys, to provide 473 dwellings and one level of basement car parking (201 car spaces).
Comments Sought:	Click here to view referral memo: D23/52583 - IREF22/00482 - Internal Referral - Planning Formal Request
Disclaimer:	Council's City Strategy - Open Space Plan & Design Unit – Open Space Planner, provides the following referral advice based on the information provided in the referral request memo referenced above.

Comments and Recommendations:

Landscape Plan (internal to title boundaries)

1. 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 Development Plan. The amended Landscape Plan must be generally in accordance with the Landscape Plan prepared by Arcadia and dated 06 February 2023, but modified to include (or show):

   (a) Tree retention/removal plan updated to show the retention of Tree 54 (*Casuarina cunninghamiana* - River She-aok);
   (b) Tree protection plan, showing tree protection zones, consistent with the Tree Management Plan required at Condition XX;
   (c) Detailed way finding strategy, including sign locations, details and sign content of signs within title boundaries;
   (d) Details of shade structures and furniture within publicly accessible or communal open spaces;
   (e) Demonstrate that plantings along the River Boulevard front setback at ground level have been selected to adequately soften the appearance of private open space palisade fencing;
   (f) Provide elevations and detail drawings of all fencing types that is consistent with the requirements of Condition 8;
   (g) Provide plant schedules with the following information – the proposed plant species (botanical and common name), installation size, width x height at maturity, and plant

numbers. Plant species selection needs to consider the relevant overlays (SLO1), the 'Advisory list of environmental weeds in Victoria' and the provision of native species to foster local fauna and biodiversity. The Yarra River embankment plant species need to consider sourcing local provenance plants, the relevant Victorian Bioregion EVC guidelines, bank stabilisation and weed management.

(h) Provide a planting plans showing the location of proposed planting and plant numbers and species, as well as a legend containing key features, materials and surfaces;
(i) Provide detail drawings for raised planters – showing dimensions, drainage, lining, materiality and growing media type. Volumes of growing media need to be adequate for the plant species proposed, particularly for trees.
(j) Show clearly on the planting plan the location of the basement and areas of planting into natural soils.
(k) Sections/ Elevations need to show dimensions for soil depth where raised planters are included – particularly for trees.
(l) Provide engineering certified drawings for the ramp on the embankment.
(m) Provide notes on proposed irrigation
(n) Provide a maintenance schedule, including task details and frequency; the means of maintenance access will need to be shown/ notated.
(o) Supply Landscape Technical Specifications including site preparation, plant procurement, furniture materials, soils, planting and establishment and maintenance specifications.

2. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the landscaping works shown on the endorsed Landscape Plan must be carried out and completed to the satisfaction of the Responsible Authority. The landscaping shown on the endorsed Landscape Plan 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.

City Works
NA

Open Space Designer: Kevin Ayrey
Date: 16 February 2023

Attachment 7 - PLN21/0836 - Referral comments for Amended Plans (consolidated)

Open Space Design
Formal Referral Response

Application Information	
Referral Officer	USERID
Officer	Fiona O'Byrne
Council Reference	PLN21/0836
Address	25 River Bvd, Richmond VIC 3121
Proposal	Development plan approval pursuant to Schedule 1 (Victoria Gardens Comprehensive Development) of the Comprehensive Development Zone (clause 37.02 of the Yarra Planning Scheme) for the construction of six (6) buildings, to a maximum height of eight (8) storeys, to provide 494 dwellings and one level of basement car parking (201 cars).
Comments Sought	Click here to vie the link to the Statutory Planning Referral memo: D22/12345

Council's Open Space Design (City Strategy) provides the following information which is based on the information provided in the Statutory Planning referral request memo referenced above.

Council's Open Space Design (City Strategy) were requested to make comments on the following:

- Landscaping Plan
- Landscaping proposed within a development's property boundary

Comments and Recommendations

I have reviewed the plans submitted and specifically these plans:

- Arcadia Melbourne (Issue C – 28/09/22)
- The plans show that landscaping and planting is shown on the ground level, lower ground level and levels 5 & 6 rooftops.

Comments

River Interface

Respectfully, disagree with the position that further visual analysis isn't necessary in the context of planning controls and allowable building envelopes within the CDZ1. The escarpment between the development and the river is considerable. This landscape is an integral part of the shared trail experience along the Yarra River, and is one of the most popular riding paths in Metropolitan Melbourne. Due the levels change in this area, it is difficult to ascertain the visual impact of the proposal from the shared trail (including switchback accessible ramp, tree removals and new vegetation), based on plans and sections alone. SLO1 does require this to be a consideration so it is appropriate for a visualisation to be provided.

In addition, clarification is also required regarding the following:

- Who will be responsible for maintaining the land between the development and the river?
- Who will maintain the ramp into the future? It will largely be on private land, but will be publicly accessible.
- Further detail on the structure is required before sign off (this plan isn't detailed enough)
- Have they done any Geotech or contamination testing of the embankment in relation to their designs? Likely to be contaminated fill and this will impact costs and design.

Southern Lagoon Communal Space

We note that deep rooted planting opportunities are now being provided for. The extent of the car park basement needs to be shown clearly on the landscape plans.

Northern Pocket Park

The report notes that the northern park is 'an existing publicly accessible space with picnic and BBQ facilities'.

- Unclear how this pocket park is accessed from River Boulevard – doesn't look to be a publicly accessible pathway connection directly from this street to the park. This should be provided.
- The northern pocket park looks like it will be accessible from the proposed development via a gate in the proposed fence. How will this be managed? Will all 500+ occupants be issued with a security code to the gate? Would it be more practicable for it to be publicly accessible?
- What are the proposed long-term maintenance arrangements of the northern pocket park – that is, will this land be handed over to Council to maintain?
- The current design looks to offer little in the way of amenity and diversity of use. Is there an opportunity to provide a brief for the design of this space?
- Can the extent of the basement car park be clearly marked on the plan and can soil depths be noted along with soil volumes for all proposed plants.

Signage

- What information is proposed to be included in the signage? Further info is required on specific locations prior to approval (preferably to be located within the development title).

City Works

Not Applicable

Open Space Design: USERID

Signature: Fiona O'Byrne

Date: 14/11/22

Attachment 7 - PLN21/0836 - Referral comments for Amended Plans (consolidated)

Development Engineering Formal Referral Response

Application Information	
Referral Officer	Daniel Herrmann
Officer	Mark Pisani
Council Reference	IREF22/00483
Address	25-35 River Boulevard, Richmond
Application No.	PLN21/0836
Proposal	Referral - Internal – Development Engineering
Comments Sought	Revised Proposal; Access and Layout Design

Council's Engineering Referral team provides the following information which is based on the information provided by Statutory Planning referenced above.

Comments and Recommendations

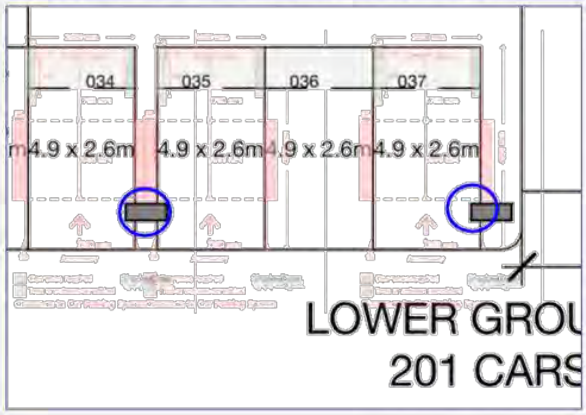
Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
Planning & Property Partners	Cover Letter - *Response to Display and Referral of Application*		4 October 2022
Bates Smart Architects	TP03.00 *Key Plan Ground Floor* TP03.B01 *Key Plan Basement 01* TP10.11 *Building Sections Carpark Ramp Section*	C B A	5 September 2022 14 February 2022 8 November 2021
Stantec	Transport Impact Assessment report	C	30 September 2022

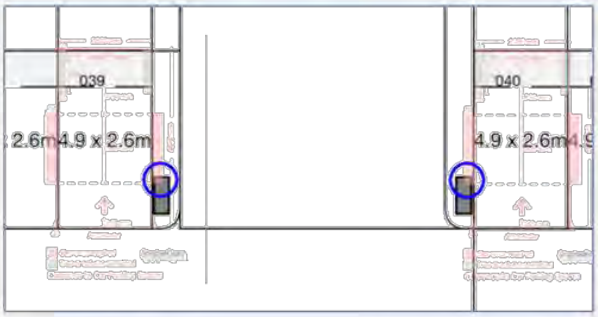
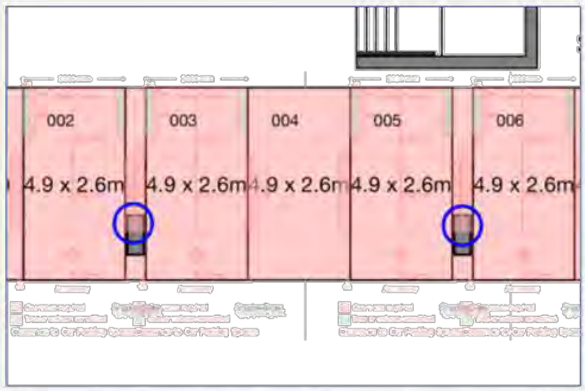
Attachment 7 - PLN21/0836 - Referral comments for Amended Plans (consolidated)

DEVELOPMENT LAYOUT DESIGN

Layout Design Assessment

Item	Assessment
Access Arrangements	
Primary Accessway	The wall-to-wall width of the main accessway has not been dimensioned on the drawings.
Porte Cochère Entrnace	The porte cochère entrance has a width of 5.5 metres (flanked by kerbs/footways), which satisfies the Australian/New Zealand Standard AS/NZS 2890.1:2004 for two-way traffic movement.
Visibility	A pedestrian sight triangle has been superimposed for the exit lane of the development entrance. Although not dimensioned, the pedestrian sight triangle measures 2.0 metres by 2.5 metres, which satisfies *Design standard 1 – Accessways* of Clause 52.06-9.
Headroom Clearance	Headroom clearances of no less than 4.0 metres have been provided, which satisfy AS/NZS 28909.1:2004.
Car Parking Modules	
At-grade Parking Spaces	The dimensions of the parking spaces (2.6 metres by 4.9 metres) satisfy *Design standard 2: Car parking spaces* of Clause 52.06-9.
Aisles	The 6.4 metre wide aisle widths satisfy *Table 2: Minimum dimensions of car parking spaces and accessways* of Clause 52.06-9.
Column Depths and Setbacks	A number of columns throughout the car park encroach the parking space clearance envelopes, as shown below: 

Attachment 7 - PLN21/0836 - Referral comments for Amended Plans (consolidated)

Item	Assessment
	  Columns along the northern row of spaces impact on parking space envelopes.
Blind Aisle Extensions	Blind aisle extensions have been provided at minimum lengths of 1.0 metre, which satisfy AS/NZS 2890.1:2004.
Gradients	
Ramp Grade for the first 5.0 metres inside the Property	The ramp profile within the first 5.0 metres inside the property is no steeper than 1 in 10, which satisfies *Design standard 3: Gradients*.
Ramp Grades and Changes of Grade	The ramp grades and changes of grade satisfy *Table 3 Ramp Gradients* of Clause 52.06-9.
Swept Path Assessment	
Truck Turning Movements Development Entrance – Via River Boulevard	The swept path diagrams for an 8.8 metre long medium rigid vehicle entering and exiting the development via River Boulevard are considered satisfactory.
Vehicle Circulation – Porte Cochère	The swept path diagram for a B99 design vehicle negotiating the porte cochère and the swept path diagram for a B85 deign vehicle entering and exiting the indented parking spaces are considered satisfactory.
Truck Entry Movement Main Basement Loading Dock	The swept path diagram for a medium rigid vehicle entering the main basement loading dock is considered satisfactory.

Attachment 7 - PLN21/0836 - Referral comments for Amended Plans (consolidated)

Item	Assessment
Truck Exit Movement Main Basement Loading Dock	The swept path diagram for a medium rigid vehicle exiting the main basement loading dock is considered satisfactory.
Truck Entry Movement Refuse Storage Area	The swept path diagram for a medium rigid vehicle entering the refuse storage area is considered satisfactory.
Truck Exit Movement Refuse Storage Area	The swept path diagram for a medium rigid vehicle exiting the refuse storage area is considered satisfactory.
Truck Exit Movement Refuse Storage Area (with modified opening)	The swept path diagram for a medium rigid vehicle exiting the refuse storage area with the modified opening is considered satisfactory.
Vehicle Passing Movements – Main Ramped Accessway	The swept path diagrams for a B85 design vehicle and an oncoming B99 design vehicle negotiating the main ramped accessway are considered satisfactory.
Other Items	
Applicant's response to previous Engineering Referral Comments	The applicant has modified the plans to incorporate the design items to be addressed as per the Engineering Referral comments of 29 April 2022. For this development, there is no objection to the applicant providing the vehicle crossing ground clearance check and cross sectional drawing by way of condition.

Engineering Advice for Design Items to be Addressed by the Applicant

Item	Details
Column Depths and Setbacks	The applicant is to ensure that the columns are positioned such that they do not encroach the parking space envelopes as required by *Diagram 1 Clearance to car parking spaces* in Clause 52.06-9.

Engineer: Mark Pisani

Signature: 

Date: 9 November 2022

Attachment 7 - PLN21/0836 - Referral comments for Amended Plans (consolidated)

Memo

To: Daniel Herrmann

Cc: Justin Bates

From: Paul Whitten

Date: 13 December 2022

Subject: PLN21/0836 – 25 River Blvd, Richmond

diverse

vibrant

exciting

inclusive

Daniel,

I provide comments following review of the below documents:

1. M21-027_Riverside Richmond_TreeRetention_221025.pdf
2. 20221118 – Arcadia Revise Landscape Drawings.pdf

Document 1. Tree Retention.

- .Trees 38, 50, 54 and 55 should be shown for retention.
    - Trees 38, 50, 54, and 55 were discussed for retention, with the possibility of the removal of one tree to facilitate drainage works. Removal was subject to investigative excavation to identify extent of works impact on adjacent trees.
- All other tree retention comments are correct.
-

Document 2. Arcadia Landscape Drawings.

- *Eucalyptus mannifera* 'Little Spotty' is unlikely to perform in such a shaded location within the northern community garden area. Replacement trees should not be restricted to natives. A reduction in tree massing and the selection of larger canopy trees are preferred in this space.
- *Eucalyptus mannifera* 'Little Spotty', *Acacia implexa*, *Eucalytpus pauciflora* 'Little Snowman' all prefer full sun to part shade. A review of site shading due to building heights should be applied to ensure adequate sun will be available to the trees, or an alternative species should be selected that is tolerant of the site conditions.
    - *Arcadia have significant experience in large development landscapes. Sites with similar plantings and site conditions that are >5 years old demonstrating good tree development and health supporting the proposed landscape may be referenced to support the existing proposal.*
- Canopy spreads for *Corymbia citriodora* are shown as 6m and *Corymbia citriodora* 'Sensuous' as 3.5m. A review of typical canopy spreads is recommended and appropriate tree spacing/allocation to soil volume is required for all species. Expected canopy dimensions for the site will assist in reviewing final designs.
- Plans must show soil volumes in planter boxes and deep soil areas.
- Indigenous trees and shrubs, preferably of local provenance if available must be used along the riverbank.

Attachment 7 - PLN21/0836 - Referral comments for Amended Plans (consolidated)

Urban Design
Formal Referral Response

Application Information	
Referral Officer	Daniel Herrmann
Officer	Hayley McNicol
Council Reference	PLN21/0836
Address	25 River Bvd, Richmond VIC 3121
Proposal	Development plan approval pursuant to Schedule 1 (Victoria Gardens Comprehensive Development) of the Comprehensive Development Zone (clause 37.02 of the Yarra Planning Scheme) for the construction of six (6) buildings, to a maximum height of seven (7) storeys, to provide 494 dwellings and one level of basement car parking (201 cars).
Comments Sought	Public realm interface

Recommendation

- The proposal is not supported in its current form.

Comment Summary

Previous comments	Revised comments 18 November 2022
Public Realm Interface	
River Boulevard frontage	
• The proposed apartments fronting River Boulevard are accessed from a central core. Although some of the ground floor apartments do provide a gated entry from River Boulevard, this appears to be a secondary entrance. We recommend these dwellings are reorientated so that they front onto	• No changes have been made. Accept that there is a gate from River Boulevard (providing some access), however note that fronting the street (with a letterbox and street number) would have been a

River Boulevard to provide more activation, surveillance and sense of address along this section of River Boulevard.	better outcome from an urban design perspective.
• It appears there is a secondary entrance to the apartments (Building 01) via a walkway alongside the vehicle entry. This has a pinch point at the north-west corner of the building, which may hinder pedestrian/cyclist access (unclear of exact dimensions). Furthermore, the entrance to the apartment is recessed and will create a hiding spot. Recommend that this arrangement is reviewed. Refer to image below. 	• This appears to be unchanged – comment remains.
• Open Space Services (City Works) will need to comment on the tree removal in more detail, however we note that the tree removal along the western frontage (along River Boulevard and the pedestrian link to River Street) is excessive and will impact this public realm interface. Therefore, it is not supported from an Urban Design perspective. It is recommended that Building 04 is adequately set back to ensure that these trees can be retained and to also allow for the pedestrian/cycle path to be more generous in width.	• This comment remains. We have concerns about the removal of the trees from the River Boulevard frontage and consider these trees could have been retained by setting back Building 04. We do not support removal of trees here. • Refer to any comments from Open Space Services regarding tree removal.
Central link	
• The proposed port cochere takes up a large portion of the central link space and compromises the pedestrian connection through to the river. It also means that this area has a lot of hard standing, which is a poor outcome particularly on this site close to the river, as it limits opportunities for softer landscaping. The proposed port cochere is therefore not supported from an Urban Design perspective. It is recommended that the vehicle access is removed so that this link provides a high quality and amenity pedestrian route, with good access and softer landscaping. In addition:	• Although some changes have been made to the port cochere, we still have a number of concerns with the proposal as explained below. ○ The port cohere still takes up a considerable portion of the pedestrian link and would impact pedestrian connectivity and amenity in the space. ○ The design of the port cochere with the central hatch line

	marking over the pavers is a poor outcome. ○ The design does not resolve vehicle access in this area. Will bollards have to be installed to prevent vehicles accessing the other areas of the pedestrian link where vehicle access is not permitted? This would severely impact the already compromised space. ○ The northern path has been narrowed to 1400mm which impacts people coming from the north that want to use the pedestrian link to access Buildings 01-03 or through to the river.
○ If cyclist access is to be facilitated this will need to be factored into the design (noting the space should prioritise pedestrians), and Strategic Transport will need to be involved.	• Have not seen a response to this point.
○ If drop-off/pick up, loading is required, the applicant could consider an alternative arrangement for this that does not compromise the pedestrian link. Any new proposals would need further input from other teams.	• This has not been explored.
• The following policies are relevant for the central link: ○ The Comprehensive Development Zone (Schedule 1) includes the following under the purpose: "To provide greater public access, in particular for pedestrians and cyclists, to and along the Yarra River bank". ○ Section 4.7 of the Incorporated Document (Urban Design Guidelines, November 1996) includes the following under the decision guidelines: "Provide pedestrian links from and through the site to the Yarra River for the general public". Section 4.8 seeks to "ensure safe and effective pedestrian linkages".	
• The southern footpath alongside the port cochere access is 1500mm wide – this should be a minimum 1800mm wide to provide better accessibility.	• This has been increased to 2500mm, however northern path

	has been reduced to 1400mm as mentioned above.
• A large portion of the seating will be in shadow due to the building heights. Could more of the seats be concentrated towards the southern edge of the link to allow for better solar access?	• Looks like some of the seating will be moved to the south to achieve better solar access which is welcomed.
• A variety of seating options are available, however the landscape plans should also demonstrate that there are accessible options (e.g. seats with backrests and armrests).	• Page 23 notes timber seating with accessibility options, but not clear what that is exactly. Assume that more detailed Landscape Plans will be submitted with this shown?
• A structure is proposed in the middle of the central link. Unsure what the purpose of the structure is – is it for shade? The structure in the image below looks purely sculptural. We note that elevations do not show structure, but this render shows a different type of structure which (along with the central tree) blocks views to the river – see image below. o The CDZ1 purpose includes "To ensure that development on the site will complement and enhance the Yarra River environment". In addition, Section 15.0 of the CDZ1 (Guidelines for approving plans), notes the following must be considered: "Physical and visual connections from and through the site to the river corridor".	• Resolved – structure has been removed. • The new materials page at page 59 notes some shade structures. Clarification required on where these are proposed. 
	
• In considering the above, the proposed structure is not supported in its current form. It is recommended to remove the structure (or move it alternatively), to allow for clear views to the river environment.	
• For the River Line Water Course, more detail is needed to understand how pedestrian access to the river is maintained, particularly at the entrance to the ramp access. See image below.	• The plan more clearly shows this now.



• Open Space Planning and Design team to provide comments on the landscaping within the site including this along this link. more specifically in this section.	• Assume that the Open Space Planning and Design team will be looking at this, and that there will be more detailed Landscape Plans submitted. • Note in the central pedestrian link there is a raised planter proposed with a feature tree (*Corymbia*). Unclear how much soil volume is proposed and how big this tree is expected to get when it's not in the ground. Further details will be required in more detailed Landscape Plans.
Christine Crescent	
• It appears that a gated access is provided on Christine Crescent, allowing access only for residents of the proposed development.	• Understand that public access will be provided but not clear on drawings how the edge will be treated. Assume that this will be detailed in a future Landscape package? • Also note that the Northern Pocket Park is publicly accessible but can only be accessed from the north due to the central lawn area being for residents only. Is it possible to make the Northern Pocket Park more accessible from the Christine Crescent link?
• One of the purposes of the CDZ1 is "To improve pedestrian amenity and safety and enhance connectivity within and to surrounding development". Section 15.0 of the CDZ1 (Guidelines for approving plans), notes the following must be considered: "Linkages, pedestrian and bicycle, from the surrounding area to the site and the Yarra River".	
• The previous approved proposal for the site did provide a connection from Christine Crescent through the site and also retained a pedestrian link to the river from Christine Crescent – see image below.	

Attachment 7 - PLN21/0836 - Referral comments for Amended Plans (consolidated)



- Considering the abovementioned policy and previous approval, this aspect of the development is not supported. The proposal should facilitate public access from Christine Crescent to improve permeability through this large site.

River connection

- Refer to any advice from Open Space Planning and Design and Biodiversity teams, however we note the following issues to be considered in your assessment.

○ Ramp structure, including making sure it is accessible/comfortable to use, and minimises impacts on the existing landscape along the river corridor	• Understand that Open Space Planning and Design team has asked for some further information and we are happy to review additional drawings/info when they are submitted.
○ Levels of dwellings and whether these are in excess of any minimum requirements (e.g. Melbourne Water requirements). This is to minimise the visual impact of buildings on the river environment, for example ensuring that buildings aren't higher than they need to be, and avoiding visually intrusive retaining walls	• Have not seen any response to this.
○ Any required maintenance of any new structures (e.g. new jetty) that are outside the applicant's site.	• Understand that the jetty has been removed. Maintenance responsibilities for any ramp structures needs to be clarified.

Attachment 7 - PLN21/0836 - Referral comments for Amended Plans (consolidated)

The proposal is not supported in principle as the issues cannot be dealt with via permit conditions.	
This includes but is not limited to the following issues:	
• Port cochere which impacts pedestrian access through the site	• See above.
• Structure in the middle of the central link with obstructs views to the river.	• See above.
• Lack of public access to Christine Crescent, which results in poor permeability through the site.	• See above.
• Loss of trees on western site frontage (requires input from Open Space services team).	• See above.
• River Boulevard – entrances to Building 01 need review.	• See above.
These comments exclude comments from the following teams, and they will be providing separate referral comments:	
Comments from other teams are required:	
• Open Space Planning and Design – on-site landscaping, river interface and Annette's Place interface	
• Open Space Services – any impacts on trees	
• Biodiversity – Yarra River interface and landscaping	
Capital Works:	
There are no known planned / approved capital works around the site being led by the Urban Design Team.	
New comments	
	• Page 58 of the landscape package refers to wayfinding signage.

Attachment 7 - PLN21/0836 - Referral comments for Amended Plans (consolidated)

	○ This page should refer to the Wayfound guidelines for Victoria (https://wayfoundvictoria.vic.gov.au/). ○ Confirm that the Christine Crescent map/sign will be in private title? • Seems to be a lot of map signs – further work will be required to map out signage destinations and explain what is being included on the signs to ensure that locations are justified.
	• We assume that more detailed Landscape plans will be prepared providing more detail of the proposed public realm works?
	• The applicant's response notes that River Boulevard improvements may be explored. Clarification is required on this.
	• A page on the materials is provided at page 59. Unclear what is proposed where, but we assume this will be set out in a future more detailed Landscape Plan? • When more detailed Landscape Plans are submitted, we will review with the Open Space Planning and Design team. A couple of things we noticed on the concept drawings: ○ Will need to check clearances around furniture items (e.g. bike parking below).  ○ The size and function of the furniture items will also be

reviewed in more detail, but we noticed that this large table may be impractical in terms of accessing it. Also unsure whether having such a large table is necessary/useful for people using the space.



Urban Designer: MCNICOLH
Date: 18 November 2022

Attachment 7 - PLN21/0836 - Referral comments for Amended Plans (consolidated)

Urban Design
Formal Referral Response

Application Information:

Referral Officer:	Hayley McNicol
Officer:	Daniel Herrmann
Council Reference:	PLN21/0836
Address:	25 River Bvd, Richmond VIC 3121
Proposal:	Development plan approval pursuant to Schedule 1 (Victoria Gardens Comprehensive Development) of the Comprehensive Development Zone (clause 37.02 of the Yarra Planning Scheme) for the construction of six (6) buildings, to a maximum height of eight (8) storeys, to provide 494 dwellings and one level of basement car parking (201 cars).
Comments Sought:	Click here to view referral memo: Record D22/341626: IREF22/00487 - Internal Referral - Planning Formal Request
Disclaimer:	Council's Urban Designer provides the following information which is based on the information provided in the referral request memo referenced above.

Dear Daniel

Thank you for referring this application to us. The notes below relate to the opportunities for public realm improvements.

1. As requested by Statutory Planning, officers have prepared a plan showing opportunities for streetscape improvements along River Boulevard and the link connecting to River Street (which is publicly accessible but privately owned). This plan was prepared by Urban Design with input from the Strategic Transport, Traffic and Civil Engineering, and Urban Design Tree teams – refer link below.

   Record D23/29433: RE: Potential streetscape improvements along River Boulevard

2. Subsequently, the applicant has prepared a streetscape plan as part of their Landscape Architectural Town Planning Report (refer pages 27-28). The majority of these changes respond to the above plan prepared by officers, however there are some items missing.

   20230207 - Revised landscape plan

3. Please refer to notes below for what needs to be included/considered for any condition wording related to these public realm improvements.

   a. Public Realm Landscape Plan – Condition wording to cover the following:

Before the development commences, or by such later date as approved in writing by the Responsible Authority, a Public Realm Landscape Plan suitable for construction and prepared by a qualified Landscape Architect (or other suitable profession) for the development must be submitted to and approved by the Responsible Authority. The plan must be generally in accordance with the River Boulevard Streetscape Plan (insert proper reference) and modified to show the following (or otherwise agreed with Council):

- Changes to plan:
  - Show 2m wide footpaths as '2m unobstructed clear access'.
  - Move small garden bed at the southern end of the service road (east side) so that it is consolidated with the garden beds along the property boundary.
  - Ensure that the existing desire line from the River Street link to the west side of the service road are accommodated.
  - Annotate indicative future protected bicycle lanes on River Boulevard.
  - Provide traffic calming measures to the service road to facilitate safe access for people on bikes, including speed reduction and reducing the width of the existing speed bumps.
  - Ensure kerb ramp providing access from the service road to the shared path (linking to River Street) is at least 2.5m wide.

- Plans to show (including but not limited to):
  - Extent of proposed and existing pavements and any other proposed infrastructure improvements and changes.
  - All existing and proposed streetscape infrastructure on all relevant plans including but not limited to light poles, drains and street signs.
  - Any proposed external street furniture including seats and bike parking.
  - Materials including any surface treatments, edges, landscaping and drainage.
  - Clearly dimensioned elements including pedestrian paths and parking bays;
  - Property boundaries to clearly show private and Council land.
  - All existing and proposed levels and surface grades.
  - All existing and proposed and required drainage infrastructure improvements to responsible authority satisfaction.
  - Trees and other plantings.
  - References to standard details and provision of typical details where required.

- Plans must be consistent with the civil drawings.

b. Question re: timing of submission of Public Realm Landscape Plan

We request the Public Realm Landscape Plan to be submitted as early as possible so that this is sorted out earlier in the process. We want to allow the design to be workshopped with Council and are finding that the applicant usually leaves this to the very last minute. This will allow adequate time for any required iterations and for some of the more complex matters (such as drainage and the pedestrian crossing) to be resolved/approved.

c. The following Council requirements apply for the implementation of any tree planting and ground cover planting on River Boulevard (Council managed road):

- Installation of any works related to tree planting (such as kerbs, drainage, soils and mulch) to be undertaken by the developer. Hold points must be maintained during construction of these elements, to allow for Council approval of the works.
- All street tree planting, understorey planting and establishment / maintenance (24 months for trees and 6 months for groundcover planting) in the public realm to be undertaken by Council's tree planting contractor.
- Council's tree planting contractor will source and plant the street trees. Final tree species and locations are to be confirmed by Council's arborist prior to installation. However, please keep Council updated as the project progresses so when the plans are approved Council can ensure trees are placed on order in time for completion.
- The applicant is required to pay costs for supply and installation of trees and any groundcover plantings.

Please let me know if you require anything further.

Regards

Hayley McNicol
Urban Design team

Attachment 8 - PLN22/0142 - Referral comments (for original and amended plans)

Development Engineering Formal Referral Response

Application Information:

Referral Officer:	Mark Pisani
Officer:	Daniel Herrmann
Council Reference:	PLN22/0142
Referral Number:	IREF22/00281
Address:	25 River Boulevard, Richmond
Proposal:	Residential Development; Victoria Gardens
Comments Sought:	Reduction of Car Parking spaces in association with a Residential Use
Disclaimer:	Council's Development Engineering unit, provides the following advice based on information provided in the referral request memo referenced above.

Comments and Recommendations

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
Planning & Property Partners	Cover Letter – *Section 57A Amendment*		8 February 2023
Bates Smart Architects	Yield & Area Schedule		

Attachment 8 - PLN22/0142 - Referral comments (for original and amended plans)

CAR PARKING PROVISION

Proposed Development

Under the provisions of Clause 18.0 of Schedule 1 to the Comprehensive Development Zone ('Victoria Gardens Comprehensive Development'), the development's parking requirements are as follows:

Proposed Use	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
Residential (dwellings)*	473	1.5 spaces per dwelling	709 spaces	201 spaces

* The residential dwelling mix would now comprise the following: 32 X studio type dwellings; 213 X one-bedroom dwellings; and 228 X two-bedroom dwellings. The previous proposal had comprised 494 dwellings.

Car Parking Demand Assessment

In reducing the number of parking spaces required for the proposed development, the Car Parking Demand Assessment would assess the following:

Parking Demand Consideration	Details
Parking Demand for the Dwellings	It is understood that the development would be a Built to Rent (BTR) proposal. In a Built to Rent development, the dwellings are owned by the developer, who leases them out to tenants. With this housing model, parking would not be allocated to specific dwellings but would be offered to prospective residents at the beginning of their lease (subject to availability). On-site parking for the dwellings would be provided at a rate of 0.42 spaces per dwelling. Stantec, the traffic engineering consultant who provided the original Transport Impact Assessment study, had sourced average car ownership data for the Richmond area from the 2016 ABS Census for flat-type dwellings in buildings with four storeys or more. The data indicates that studio type dwellings contain 0.22 cars per dwelling whereas one-bedroom dwellings and two-bedroom dwellings contain 0.66 and 0.77 cars per dwelling respectively. Stantec had also indicated that the development of Lots 9 and 10 at Victoria Gardens was granted a permit, which included an on-site parking rate of 0.75 spaces per dwelling. The proposed on-site parking rate of 0.42 spaces per dwelling is considered appropriate having regard to the site's proximity to the Victoria Gardens shopping centre and route 109 tram.
Availability of Public Transport in the Locality of the Land	The following public transport services can be accessed to and from the site by foot: ▪ Victoria Street trams – 450 metre walk ▪ Bridge Road trams – 900 metre walk
Convenience of Pedestrian and Cyclist Access	The site is very well positioned in terms of pedestrian access to public transport nodes, shops,

Attachment 8 - PLN22/0142 - Referral comments (for original and amended plans)

Parking Demand Consideration	Details
	supermarket, places of employment and education and other essential facilities. The site also has good connectivity to the on- and off-road bicycle network.

Appropriateness of Providing Fewer Spaces than the Likely Parking Demand

Considerations for deciding whether the required number of spaces should be reduced are as follows:

Consideration	Details
Relevant Local Policy or Incorporated Document	The proposed development is considered to be in line with the objectives contained in Council's Strategic Transport Statement. The site is ideally located with regard to sustainable transport alternatives and the reduced provision of on-site car parking would potentially discourage private motor vehicle ownership and use.
Other Relevant Considerations	As a Built to Rent type development, parking would be allocated on an as-needed basis. In addition, prospective tenants would not be eligible to apply for on-street resident and visitor parking permits.

Adequacy of Car Parking

From a traffic engineering perspective, the car parking provision for the dwellings is considered appropriate in the context of the development and the surrounding area. Geographically, the site is very well positioned in terms of public transport services, bicycle infrastructure, shops, businesses and essential facilities. The operation of the development should not adversely impact on the existing on-street parking conditions in the area.

The Engineering Referral team has no objection to the reduction in the car parking requirement for this site.

Engineer: Mark Pisani

Signature: 

Date: 15 February 2023

Attachment 8 - PLN22/0142 - Referral comments (for original and amended plans)

Development Engineering Formal Referral Response

Application Information	
Referral Officer	Lara Fiscalini
Officer	Mark Pisani
Council Reference	IREF22/00281
Address	25 River Boulevard, Richmond
Application No.	PLN22/0142
Proposal	Referral - Internal – Development Engineering
Comments Sought	Reduction in Car Parking

Council's Engineering Referral team provides the following information which is based on the information provided by Statutory Planning referenced above.

Comments and Recommendations

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
Planning & Property Partners	Car Park Reduction Permit Application		1 March 2022
Stantec	Transport Impact Assessment	B	25 February 2022

Attachment 8 - PLN22/0142 - Referral comments (for original and amended plans)

CAR PARKING PROVISION

Proposed Development

Under the provisions of Clause 18.0 of Schedule 1 to the Comprehensive Development Zone ('Victoria Gardens Comprehensive Development'), the development's parking requirements are as follows:

Proposed Use	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
Residential (dwellings)	494	1.5 spaces per dwelling	741 spaces	201 spaces*

* A total of 205 spaces would be provided, with 201 spaces allocated to residents and the four remaining spaces to be used as shared bays throughout the development.

Car Parking Demand Assessment

In reducing the number of parking spaces required for the proposed development, the Car Parking Demand Assessment would assess the following:

Parking Demand Consideration	Details
Parking Demand for the Dwellings	It is understood that the development would be a Built to Rent (BTR) proposal. In a Built to Rent development, the dwellings are owned by the developer, who leases them out to tenants. With this housing model, parking would not be allocated to specific dwellings but would be offered to prospective residents at the beginning of their lease (subject to availability). On-site parking for the dwellings would be provided at a rate of 0.41 spaces per dwelling. Stantec has sourced average car ownership data for the Richmond area from the 2016 ABS Census for flat-type dwellings in buildings with four storeys or more. The data indicates that studio type dwellings contain 0.22 cars per dwelling whereas one-bedroom dwellings and two-bedroom dwellings contain 0.66 and 0.77 cars per dwelling respectively. Stantec has also indicated that the development of Lots 9 and 10 at Victoria Gardens was granted a permit, which included an on-site parking rate of 0.75 spaces per dwelling. The proposed on-site parking rate of 0.41 spaces per dwelling is considered appropriate having regard to the site's proximity to the Victoria Gardens shopping centre and route 109 tram.
Availability of Public Transport in the Locality of the Land	The following public transport services can be accessed to and from the site by foot: ▪ Victoria Street trams – 450 metre walk ▪ Bridge Road trams – 900 metre walk
Convenience of Pedestrian and Cyclist Access	The site is very well positioned in terms of pedestrian access to public transport nodes, shops, supermarket, places of employment and education and other essential facilities. The site also has good connectivity to the on- and off-road bicycle network.

Appropriateness of Providing Fewer Spaces than the Likely Parking Demand

Considerations for deciding whether the required number of spaces should be reduced are as follows:

Consideration	Details
Relevant Local Policy or Incorporated Document	The proposed development is considered to be in line with the objectives contained in Council's Strategic Transport Statement. The site is ideally located with regard to sustainable transport alternatives and the reduced provision of on-site car parking would potentially discourage private motor vehicle ownership and use.
Other Relevant Considerations	As a Built to Rent type development, parking would be allocated on an as-needed basis. In addition, prospective tenants would not be eligible to apply for on-street resident and visitor parking permits.

Adequacy of Car Parking

From a traffic engineering perspective, the car parking provision for the dwellings is considered appropriate in the context of the development and the surrounding area. Geographically, the site is very well positioned in terms of public transport services, bicycle infrastructure, shops, businesses and essential facilities. The operation of the development should not adversely impact on the existing on-street parking conditions in the area.

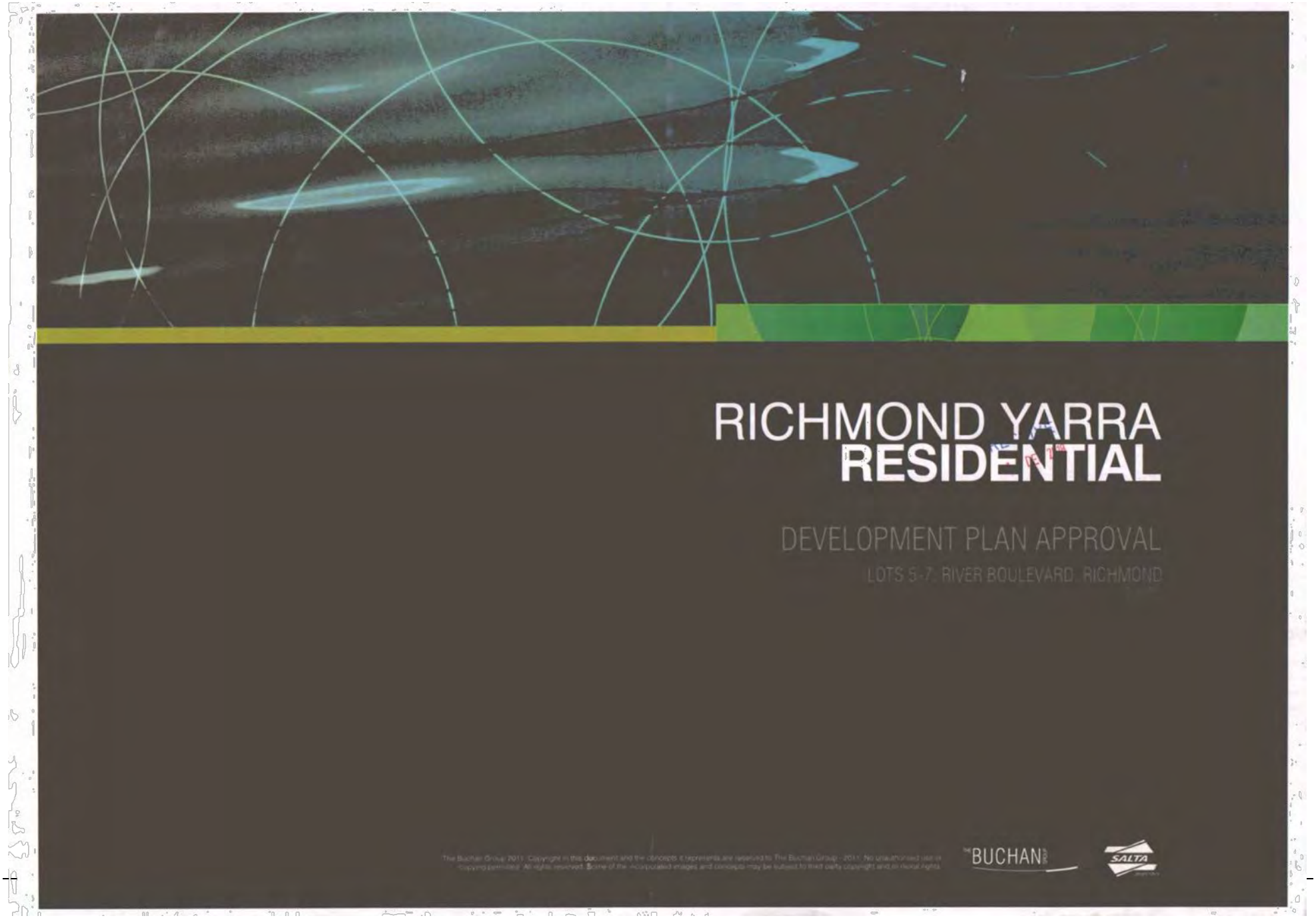
The Engineering Referral team has no objection to the reduction in the car parking requirement for this site.

Engineer: Mark Pisani

Signature: 

Date: 30 March 2022

Attachment 9 - PL10/0156 - Approved Development Plans



Attachment 9 - PL10/0156 - Approved Development Plans

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PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Development Plan approved in accordance with clause 37.02 Sch 1 of the Yarra Planning Scheme
For and on behalf of the Responsible Authority
DATE 3/11/2019 PLAN 2 of 132
This is NOT a Building Permit

RECEIVED

SHEET CORRECTED
NEW SHEET ADDED
SHEET RE-INSTATED

DEVELOPMENT PLAN APPROVAL
ISSUED FOR ENDORSEMENT

BUCHAN

RICHMOND YARRA RESIDENTIAL

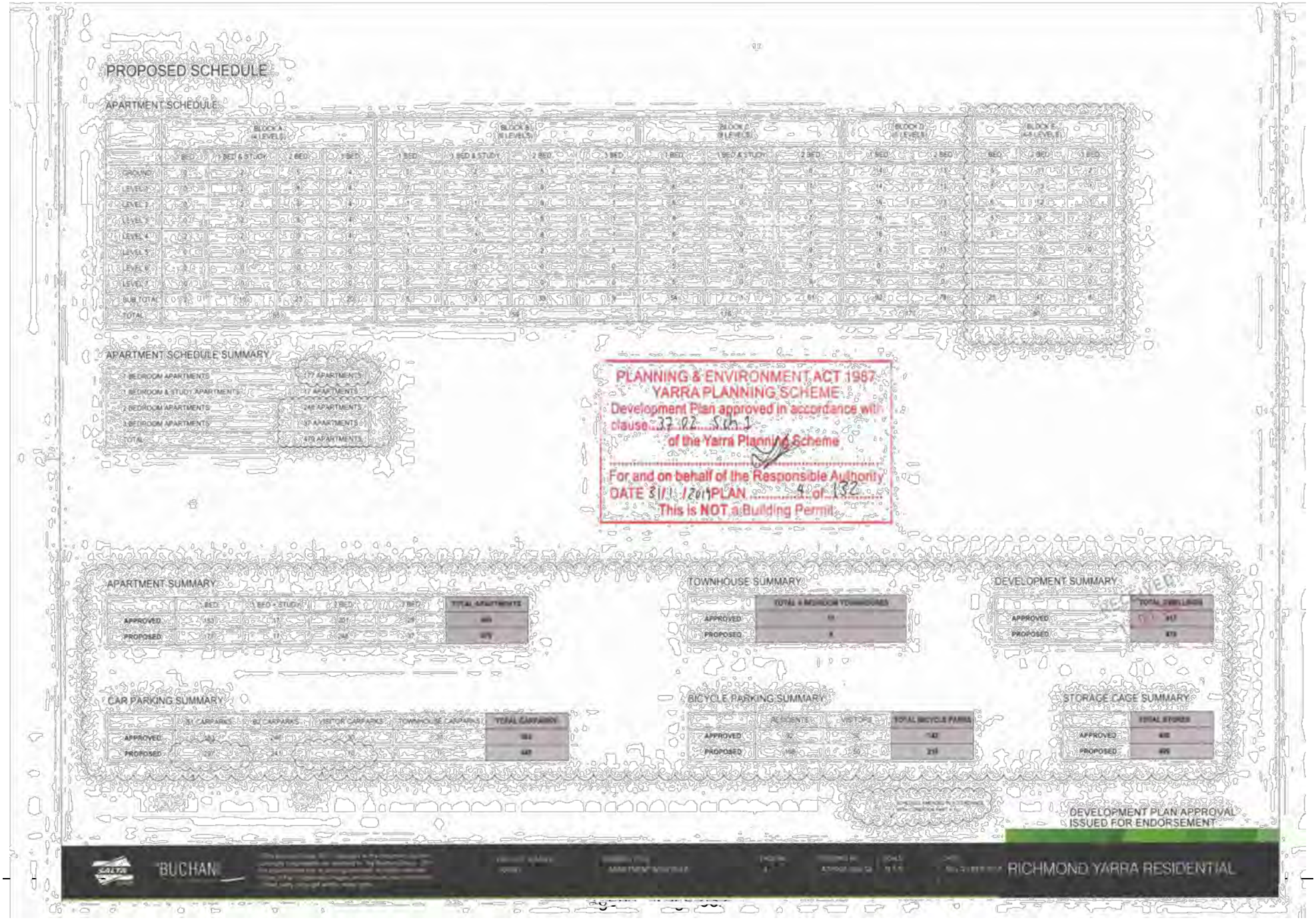
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RICHMOND YARRA
RESIDENTIAL

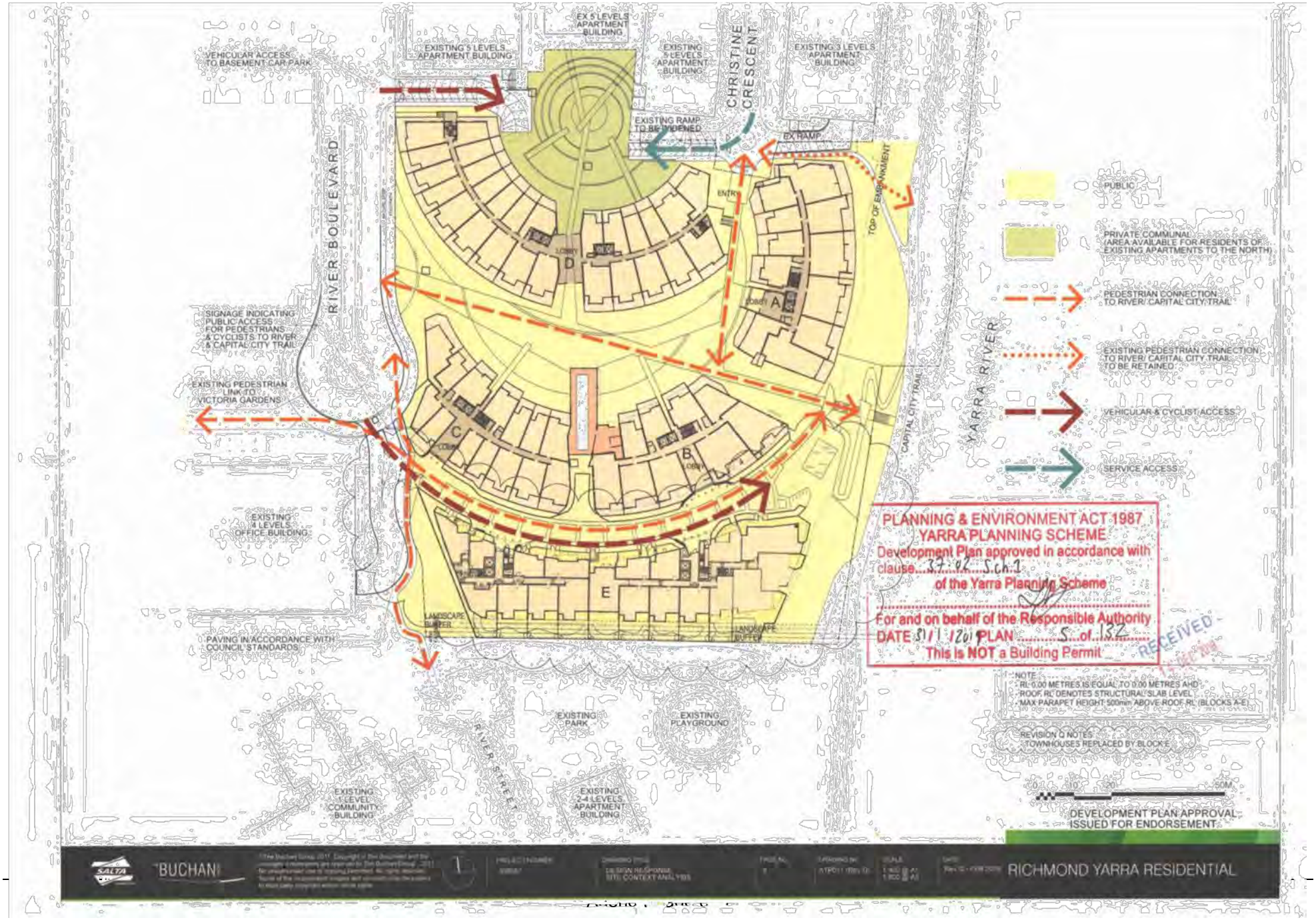
SITE ANALYSIS

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Development Plan approved in accordance with
clause 37.02 Sch 1
of the Yarra Planning Scheme
For and on behalf of the Responsible Authority
DATE 31/1/2019 PLAN 3 of 132
This is NOT a Building Permit

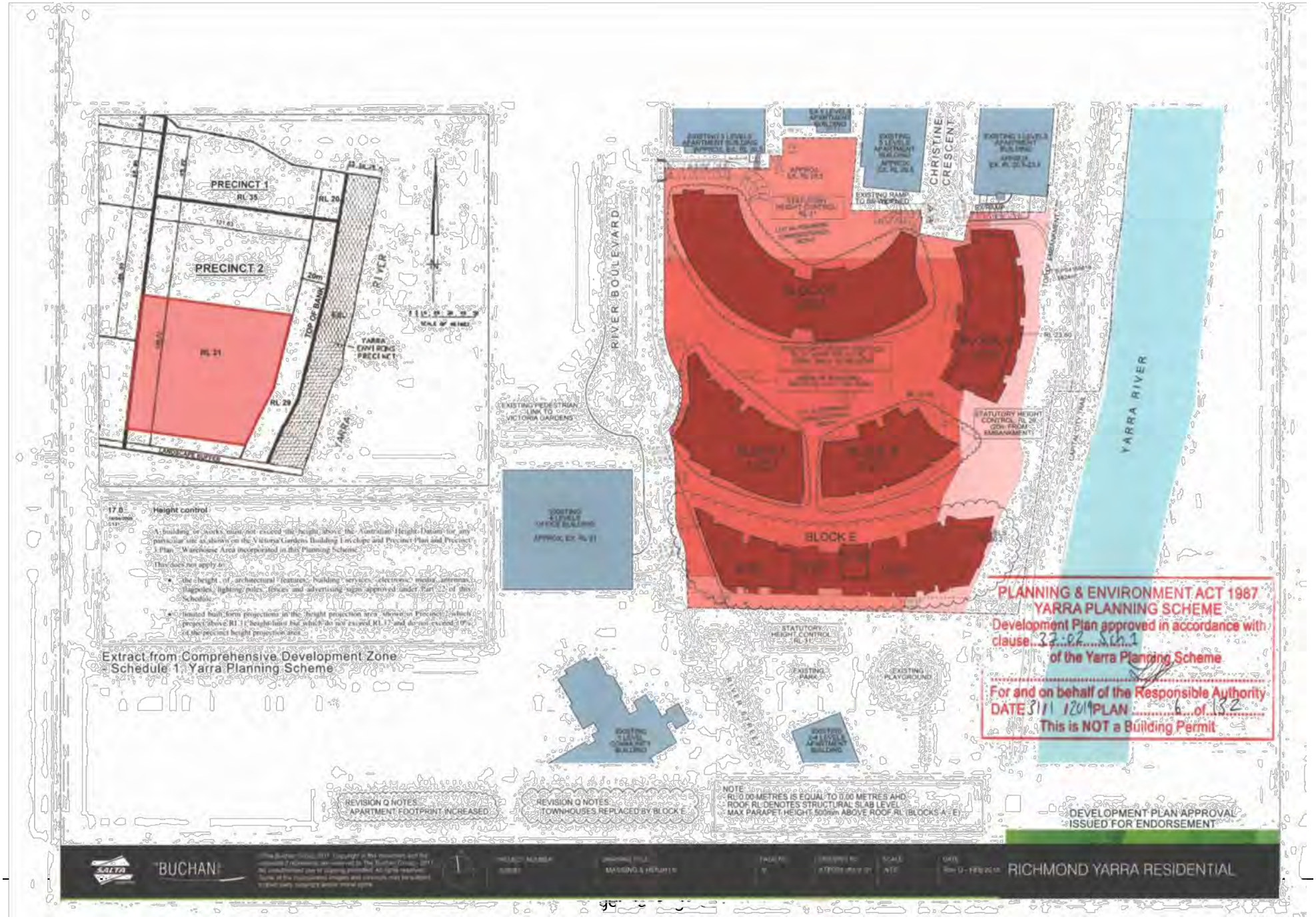
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RICHMOND YARRA
RESIDENTIAL

SITE AND GENERAL PLANS

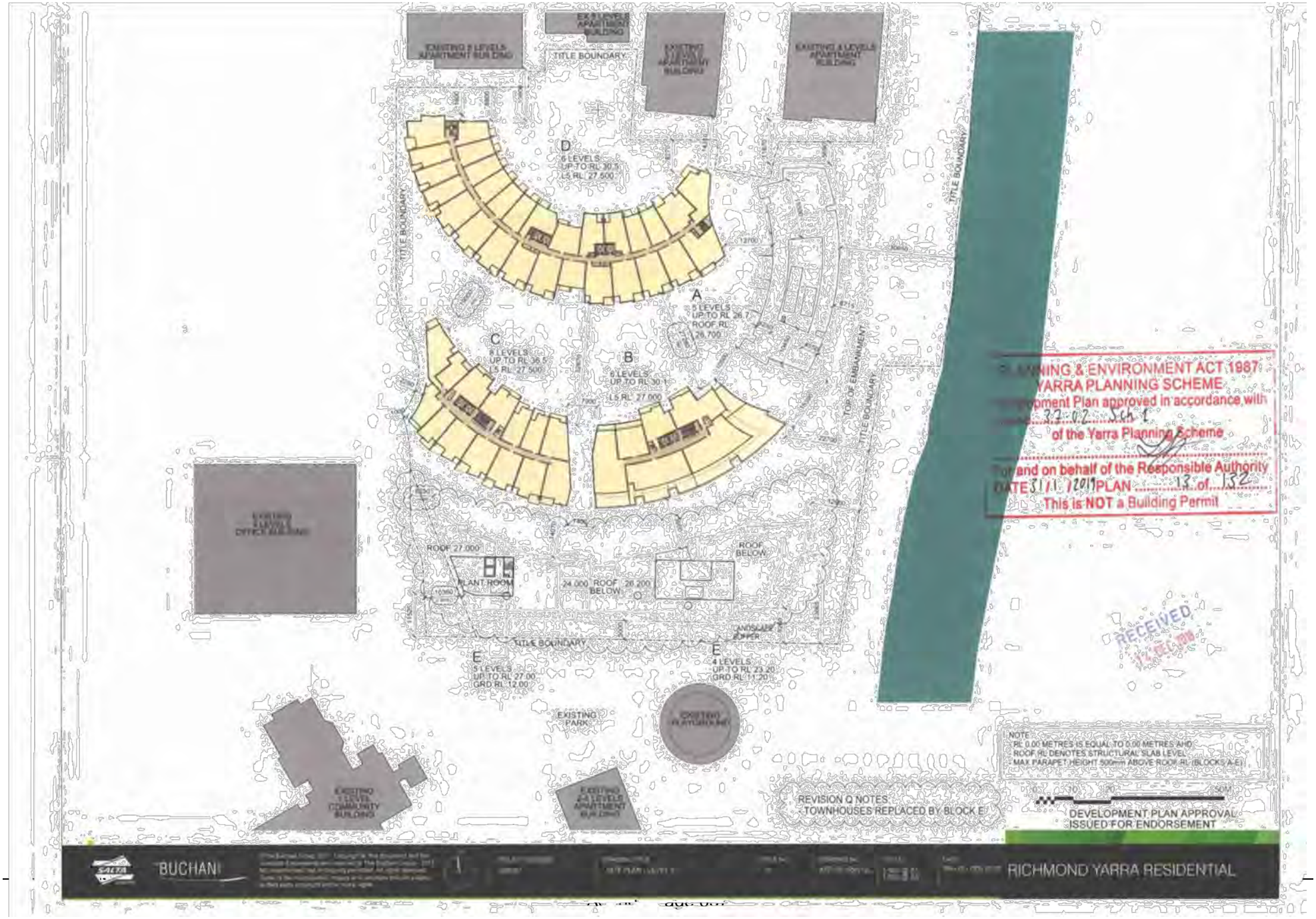
PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Development Plan approved in accordance with clause 37.07 Sch 2 of the Yarra Planning Scheme
For and on behalf of the Responsible Authority
DATE 31/1/2019 PLAN 7 of 132
This is NOT a Building Permit

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Attachment 9 - PL10/0156 - Approved Development Plans



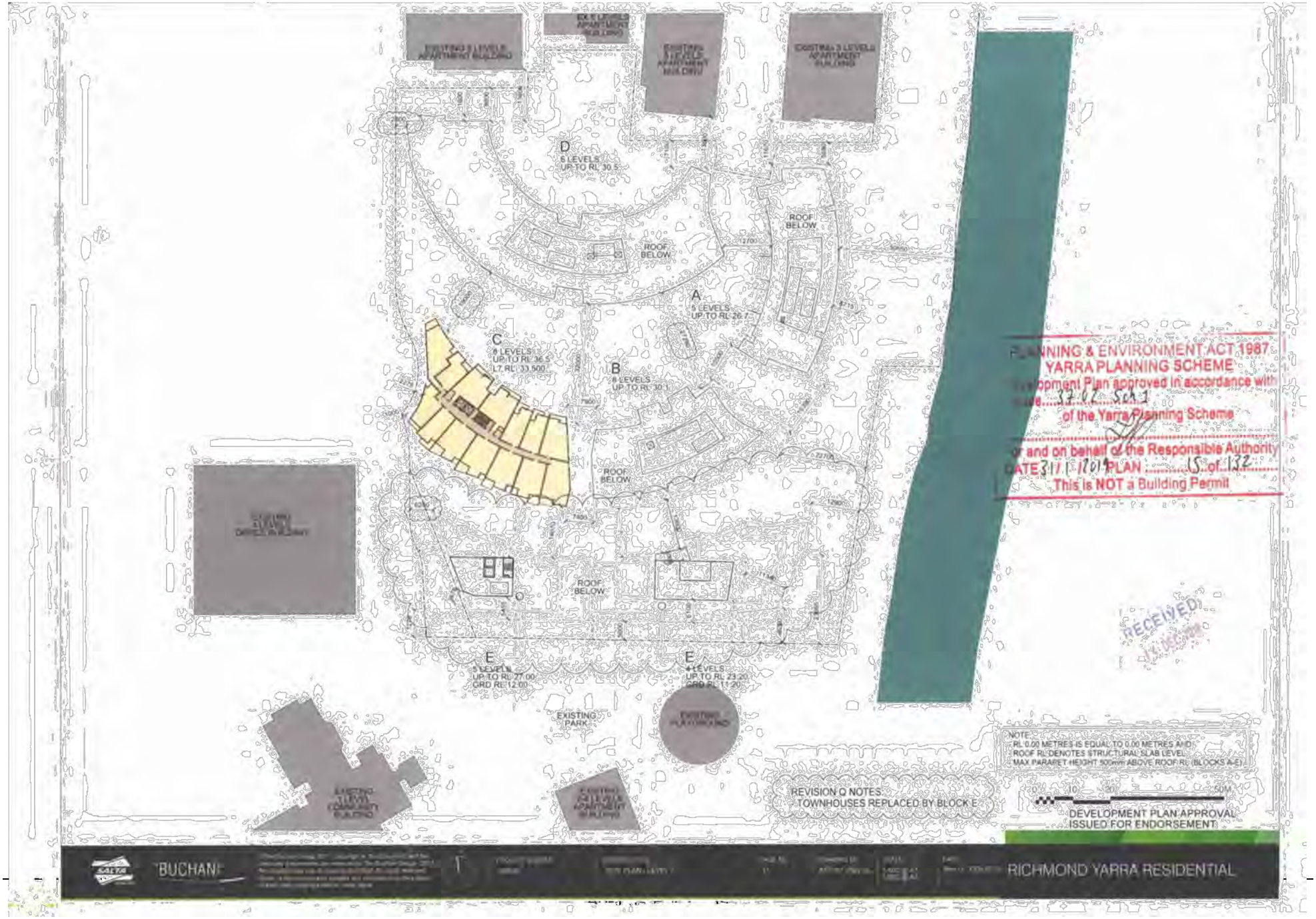
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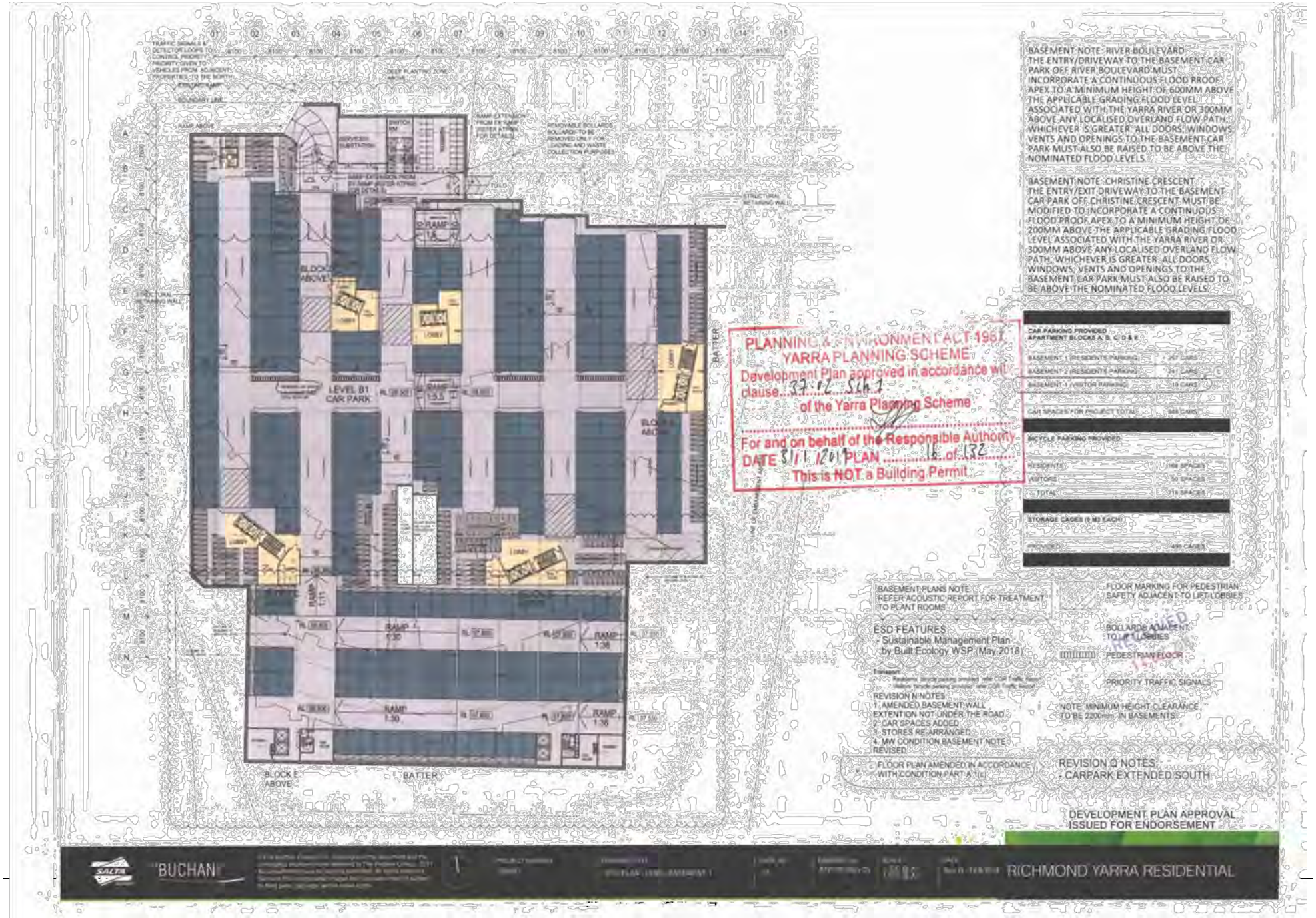
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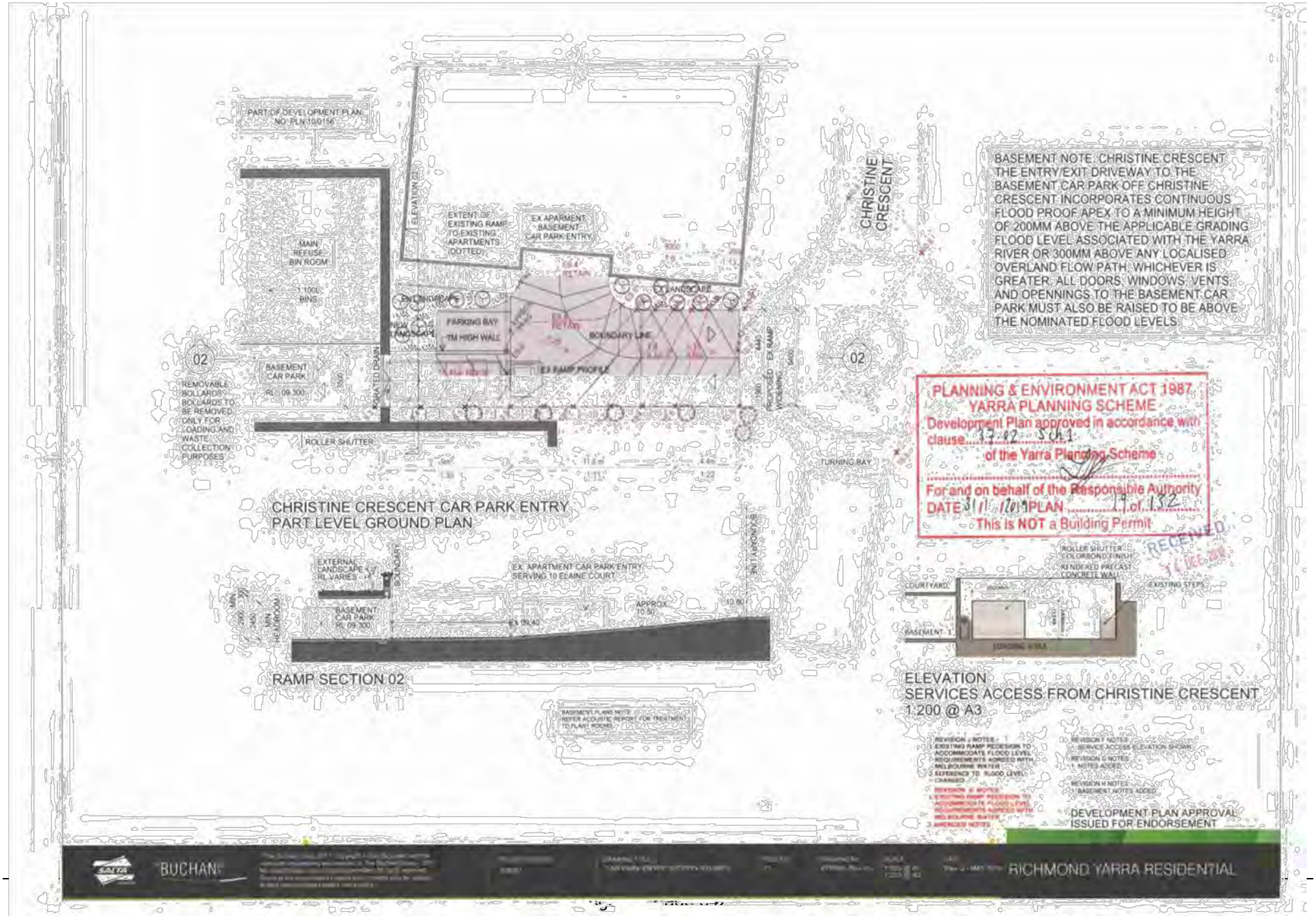
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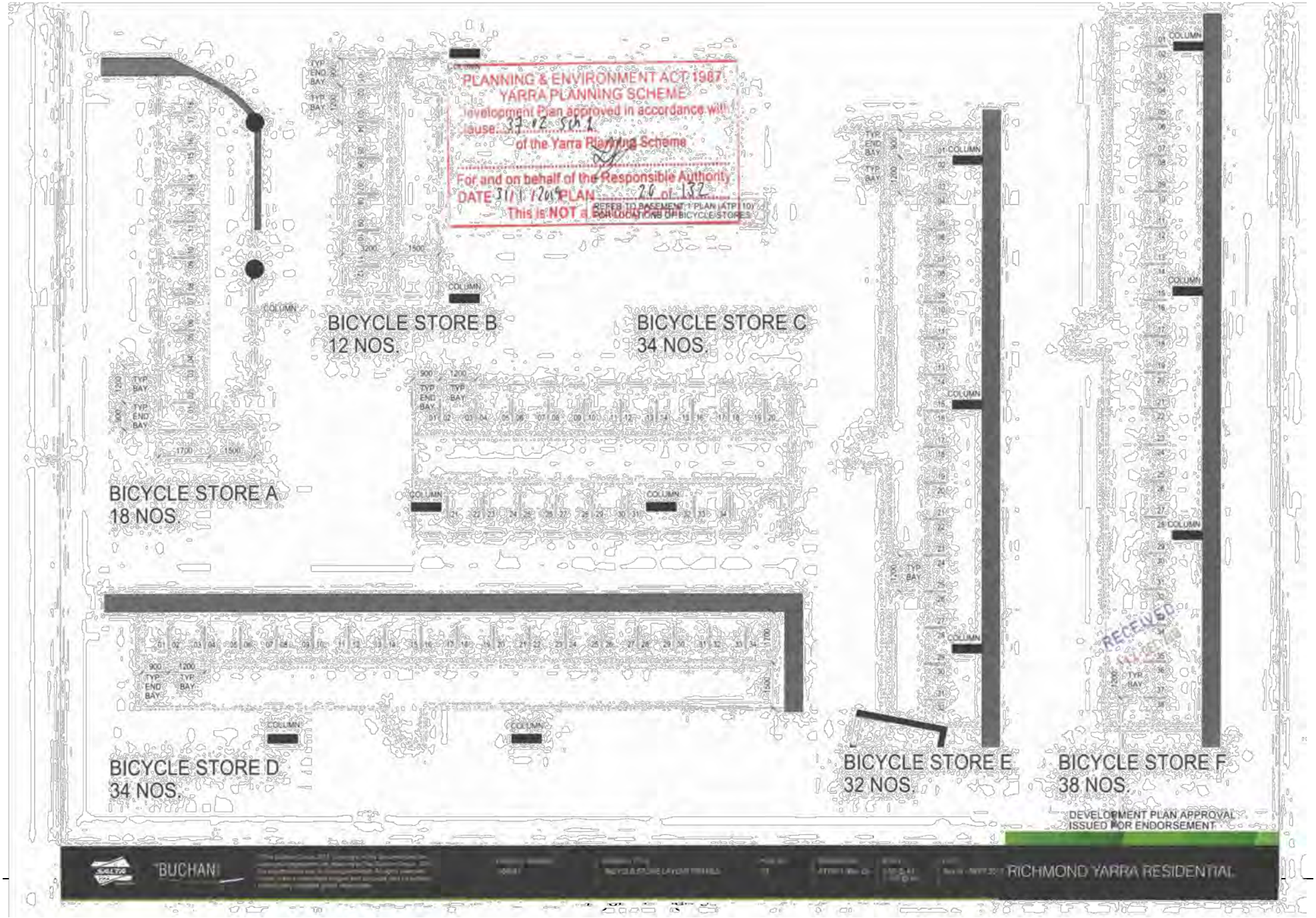
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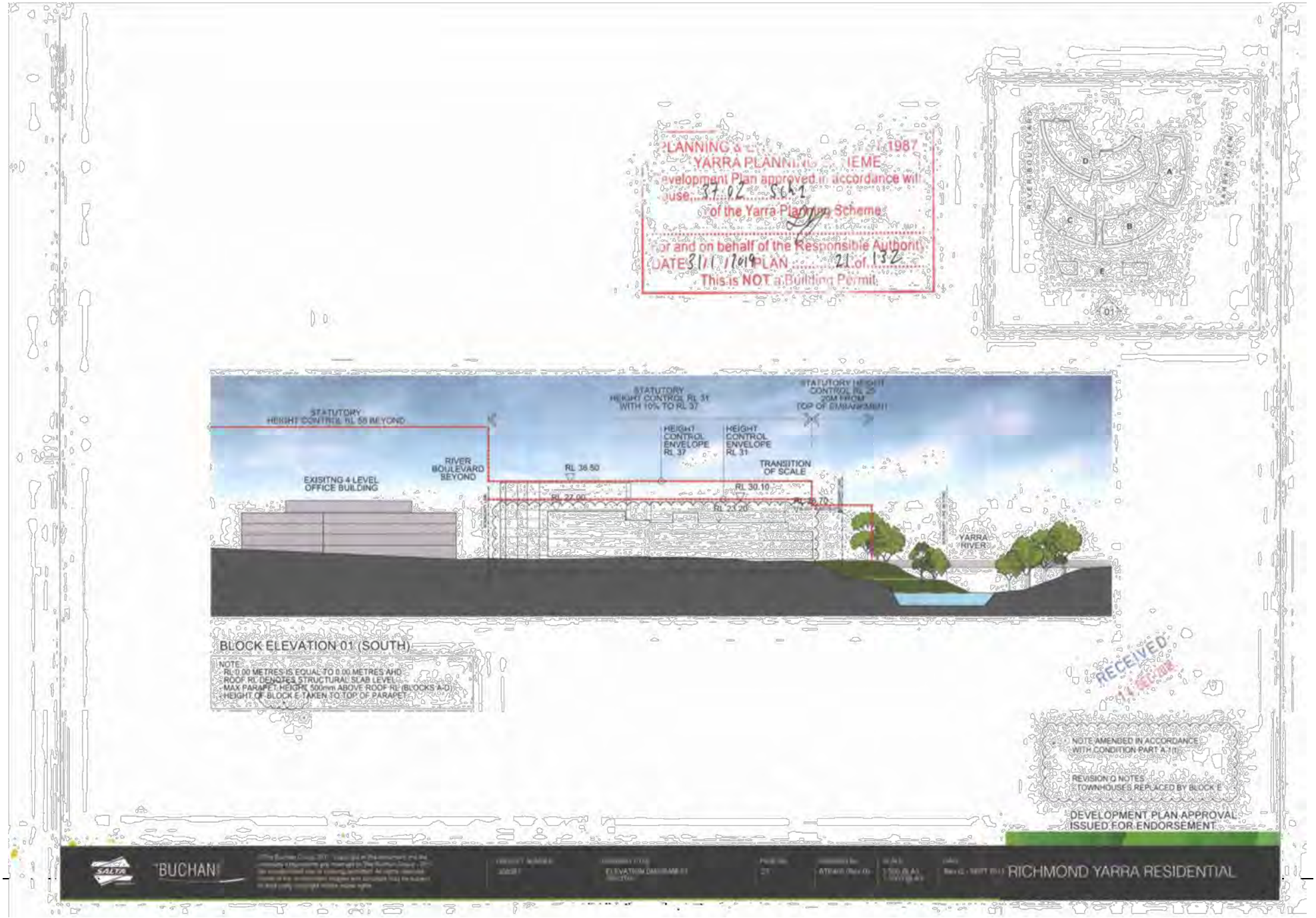
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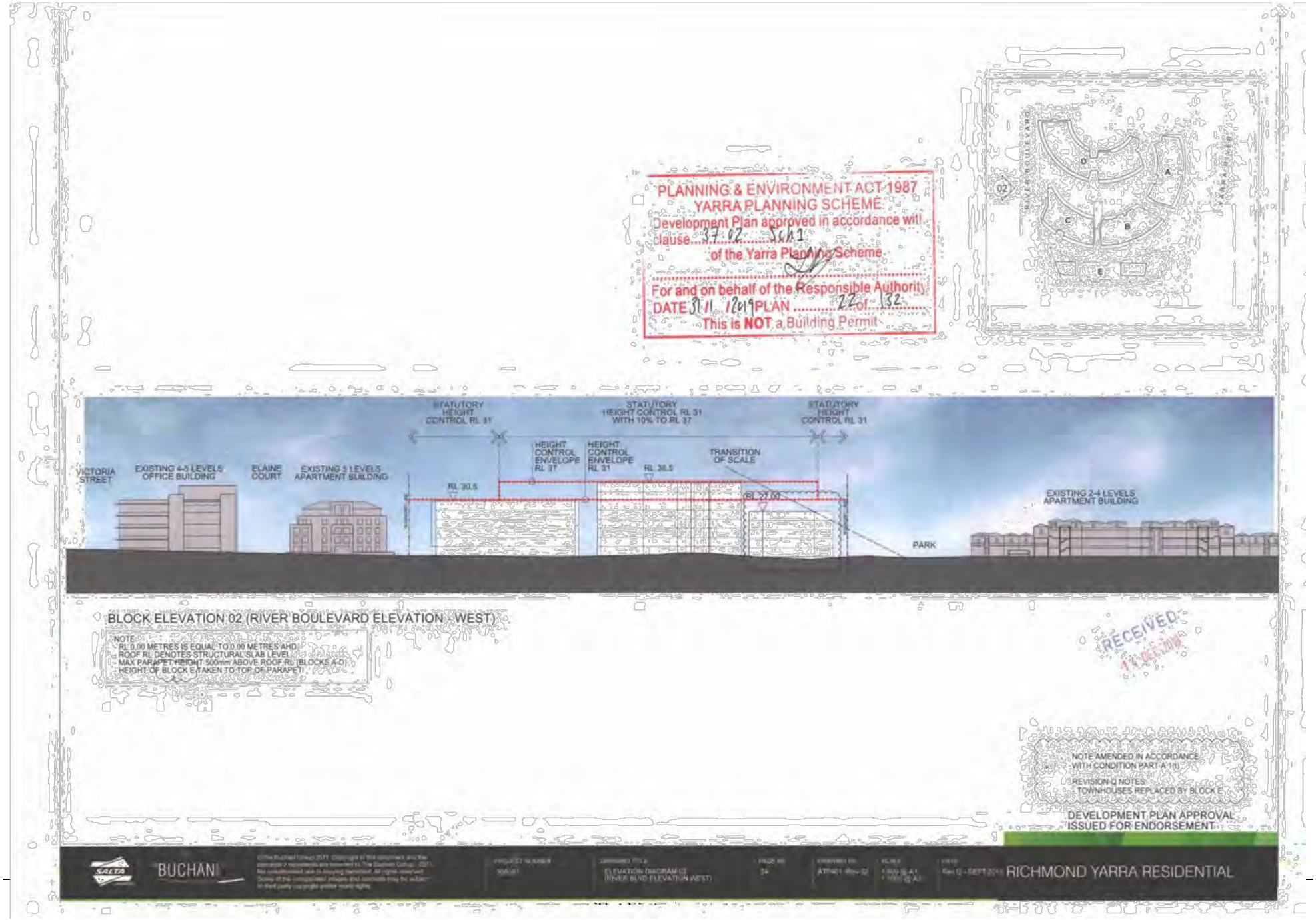
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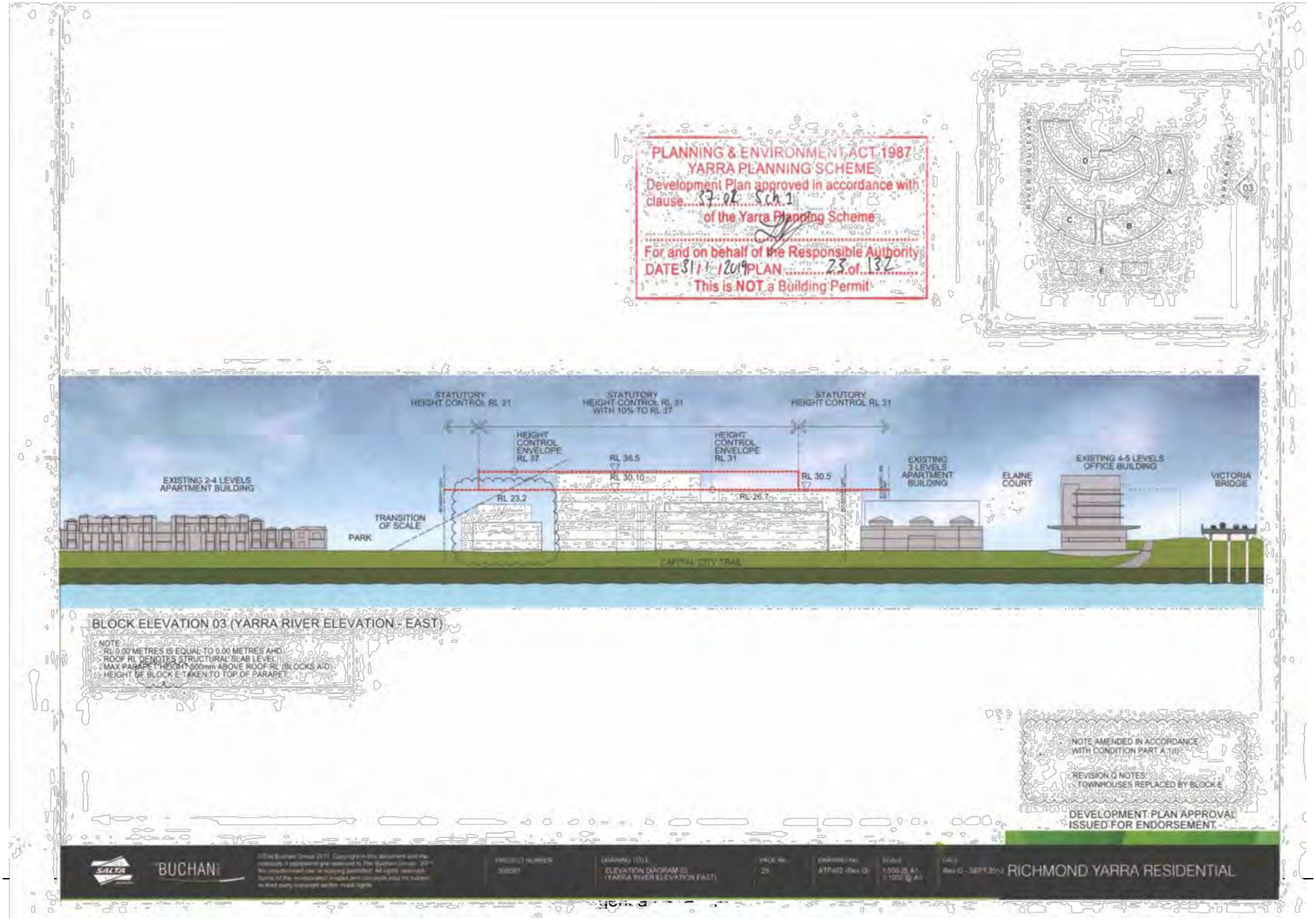
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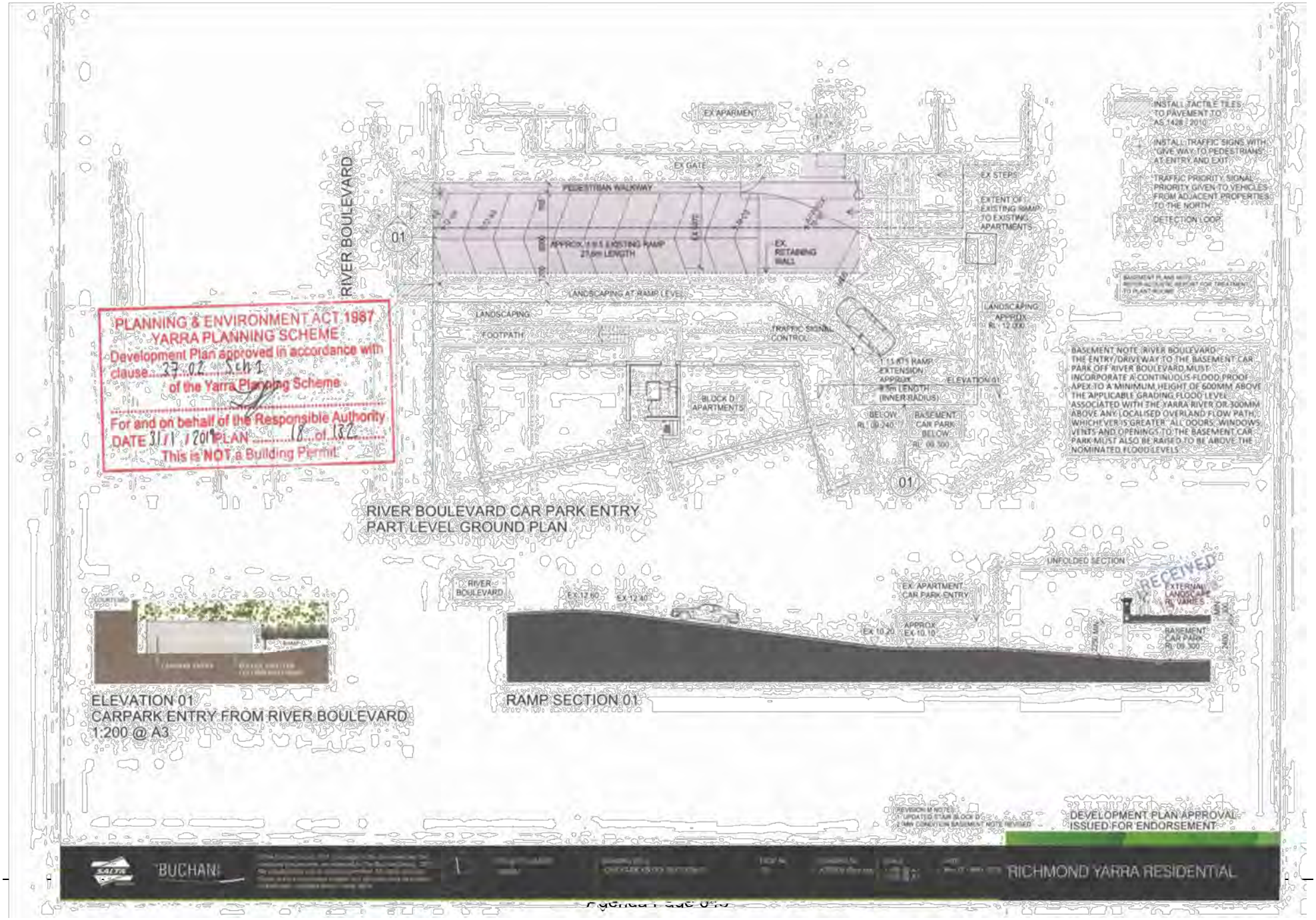
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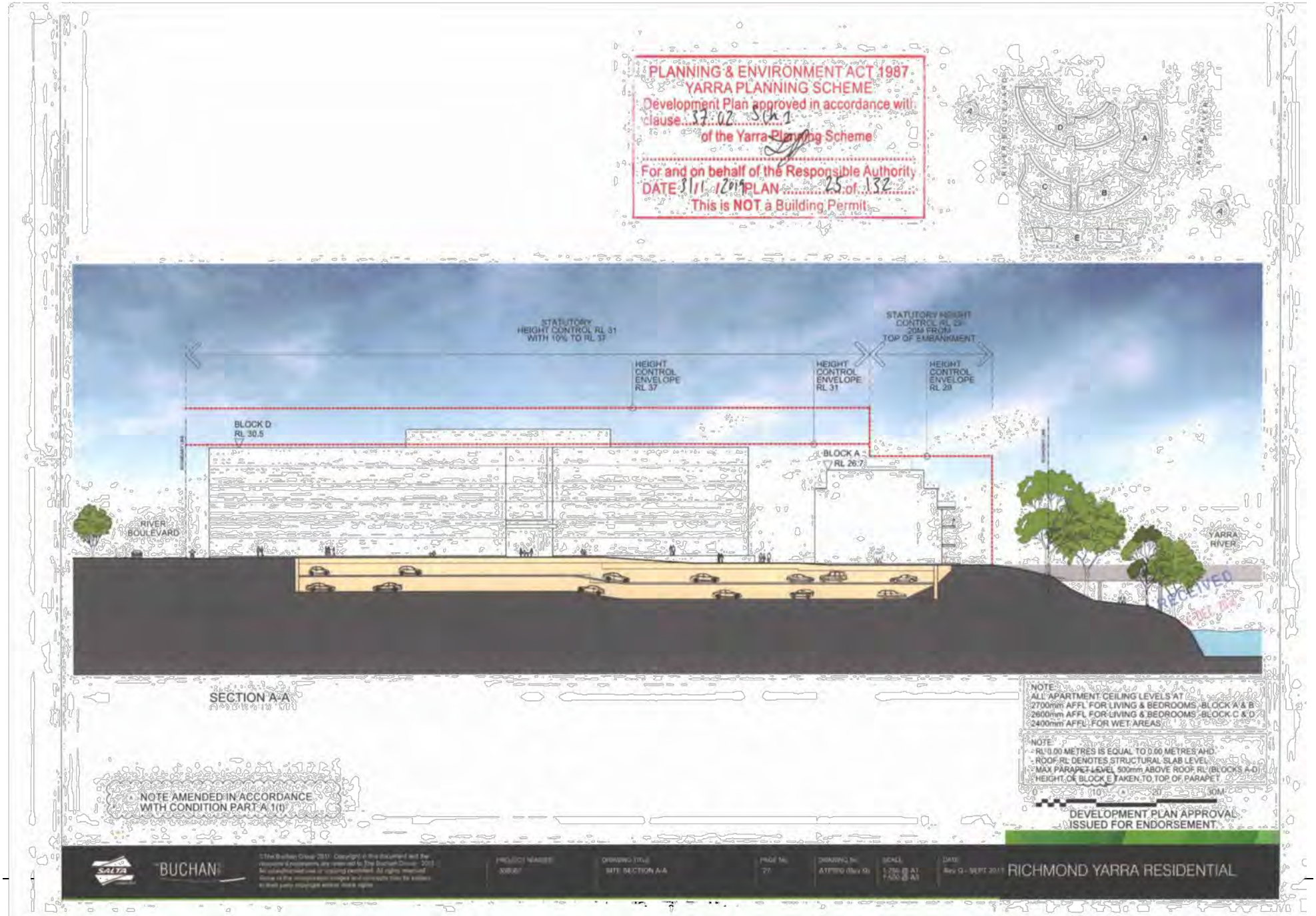
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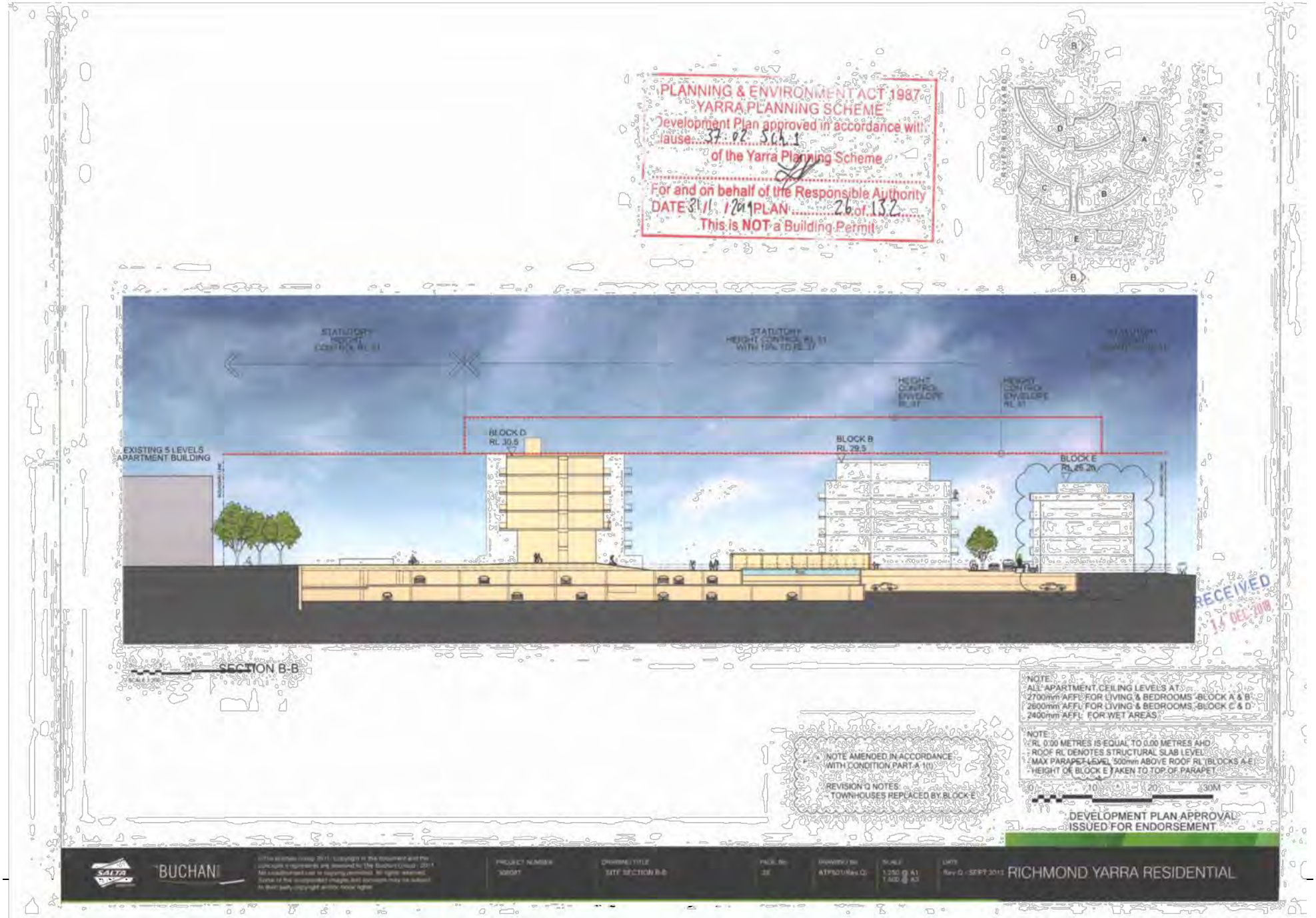
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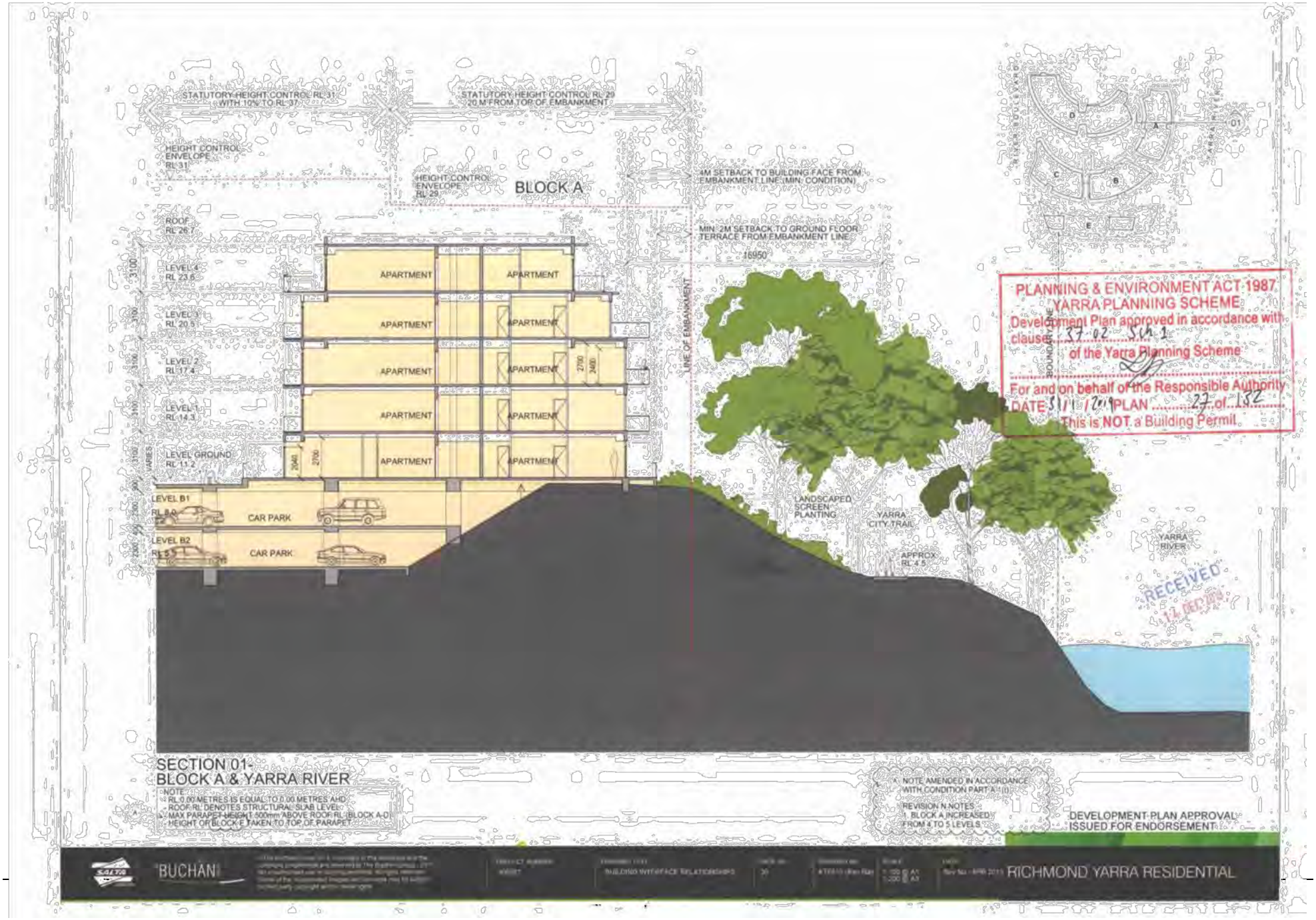
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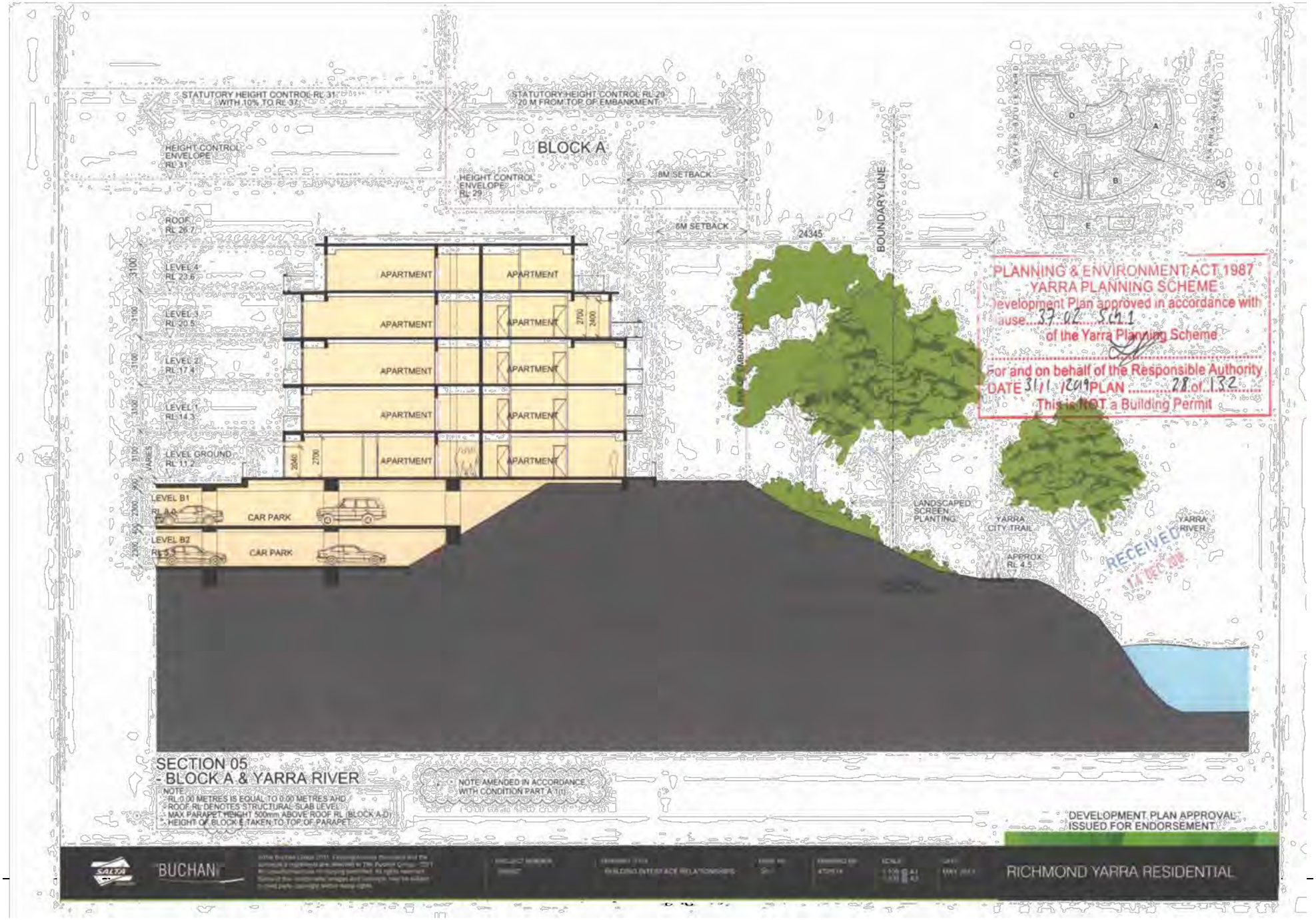
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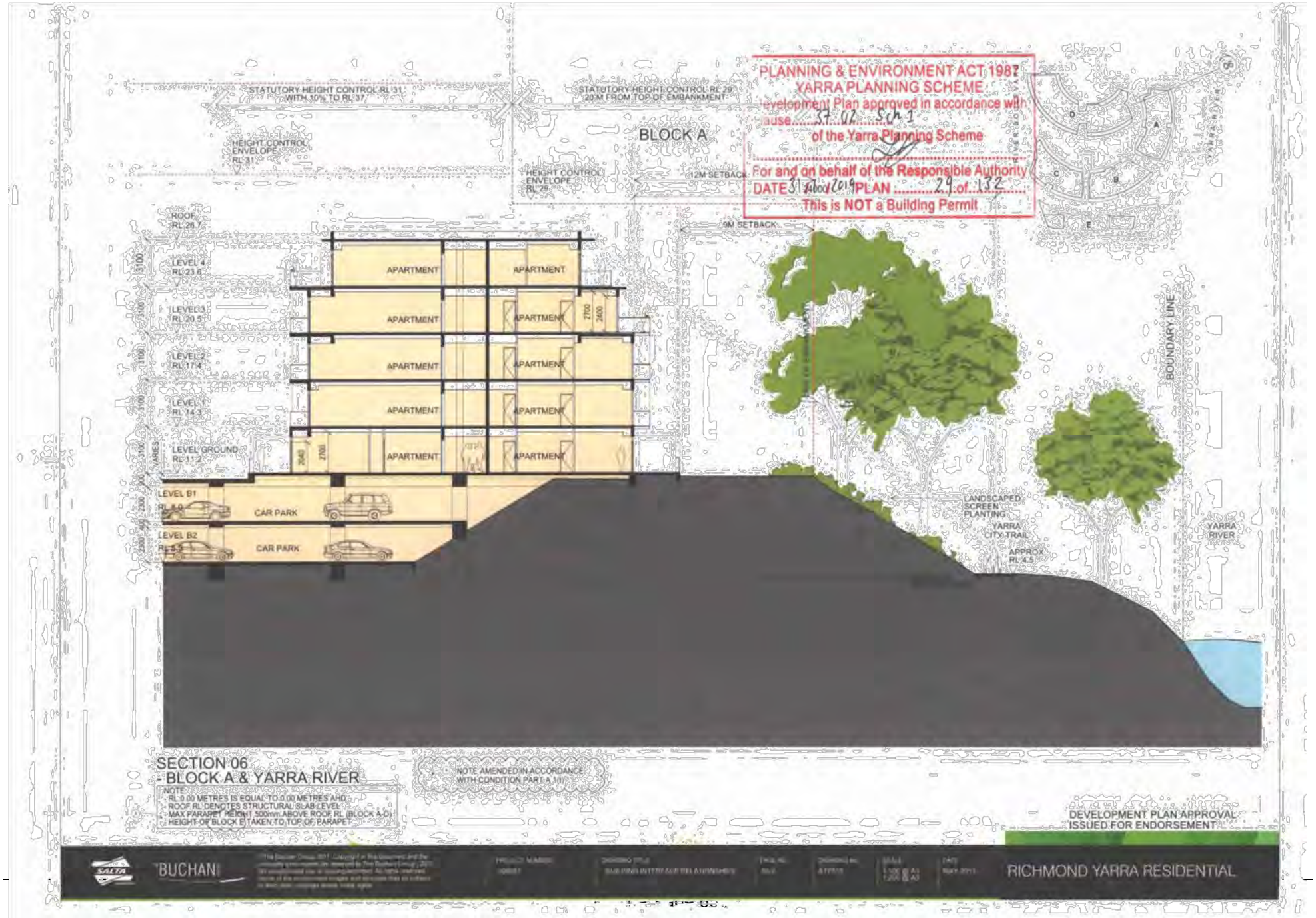
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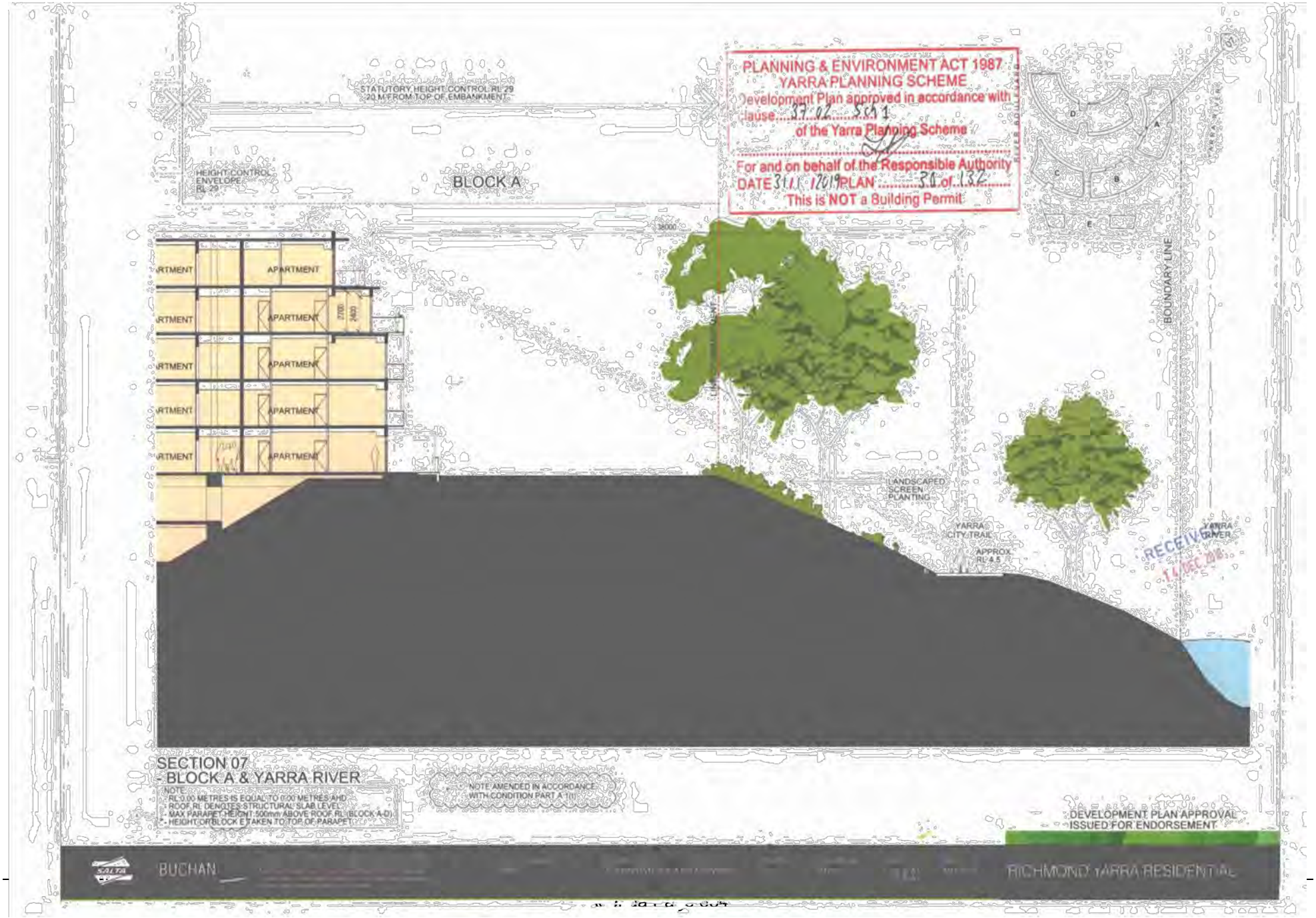
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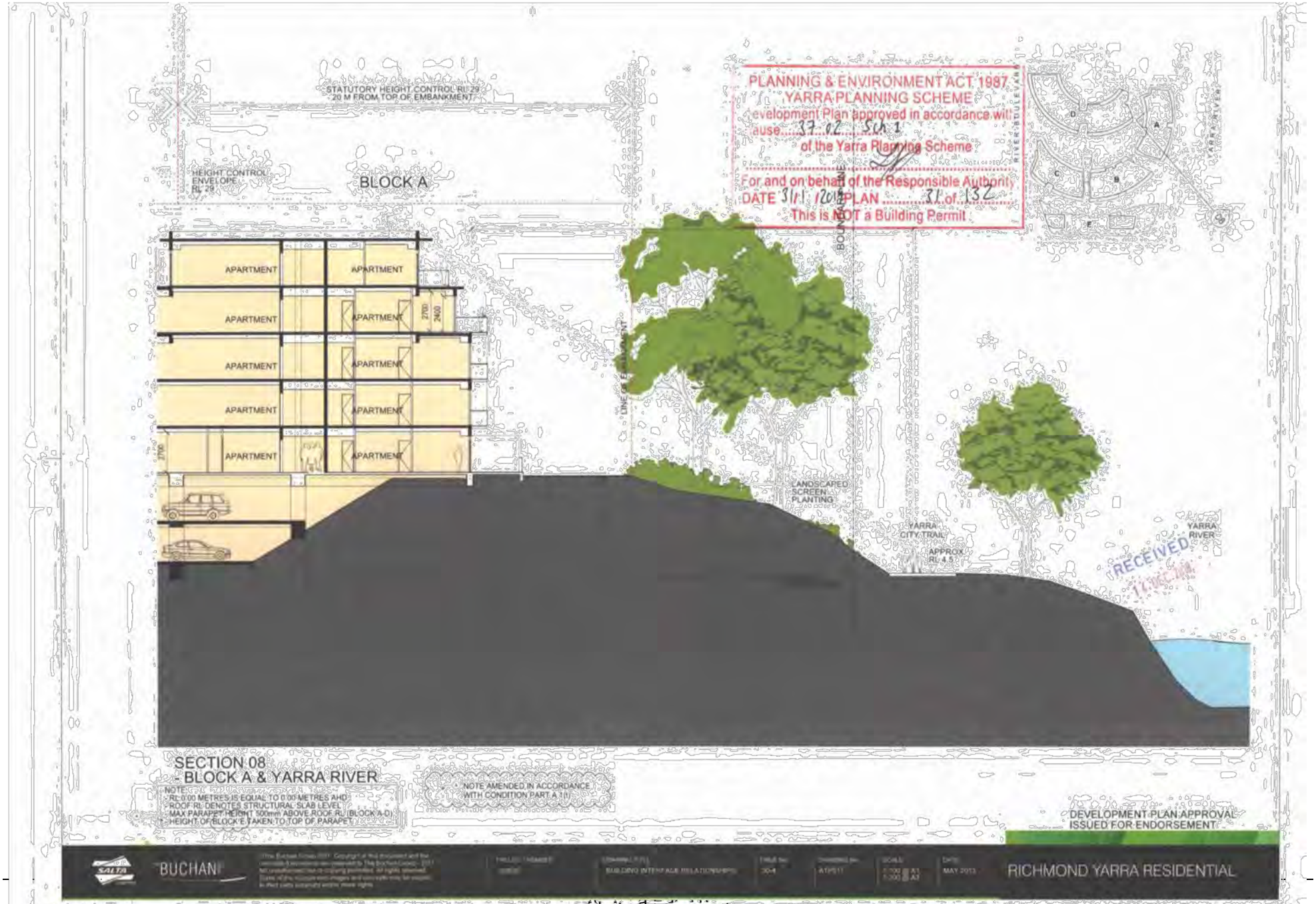
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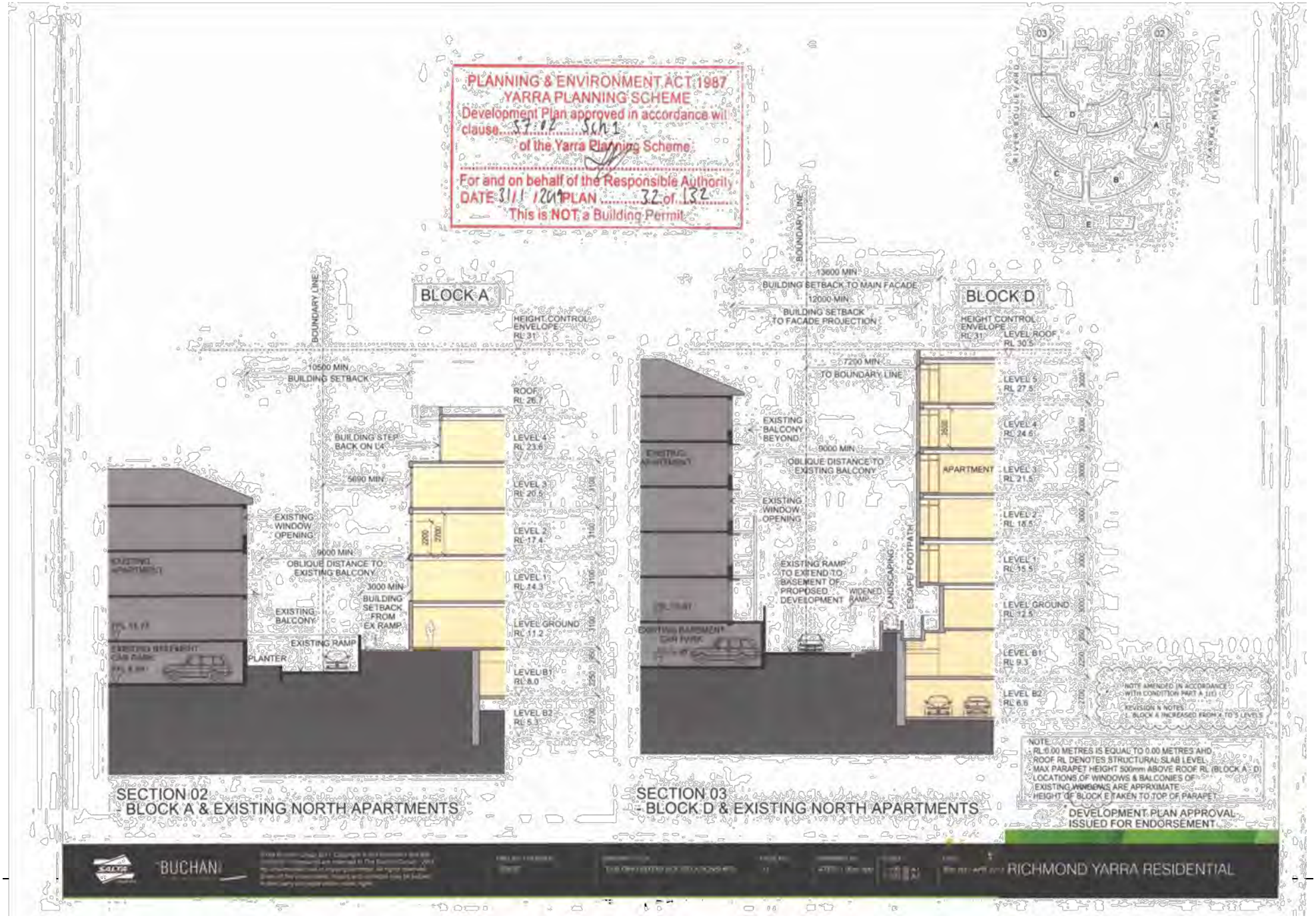
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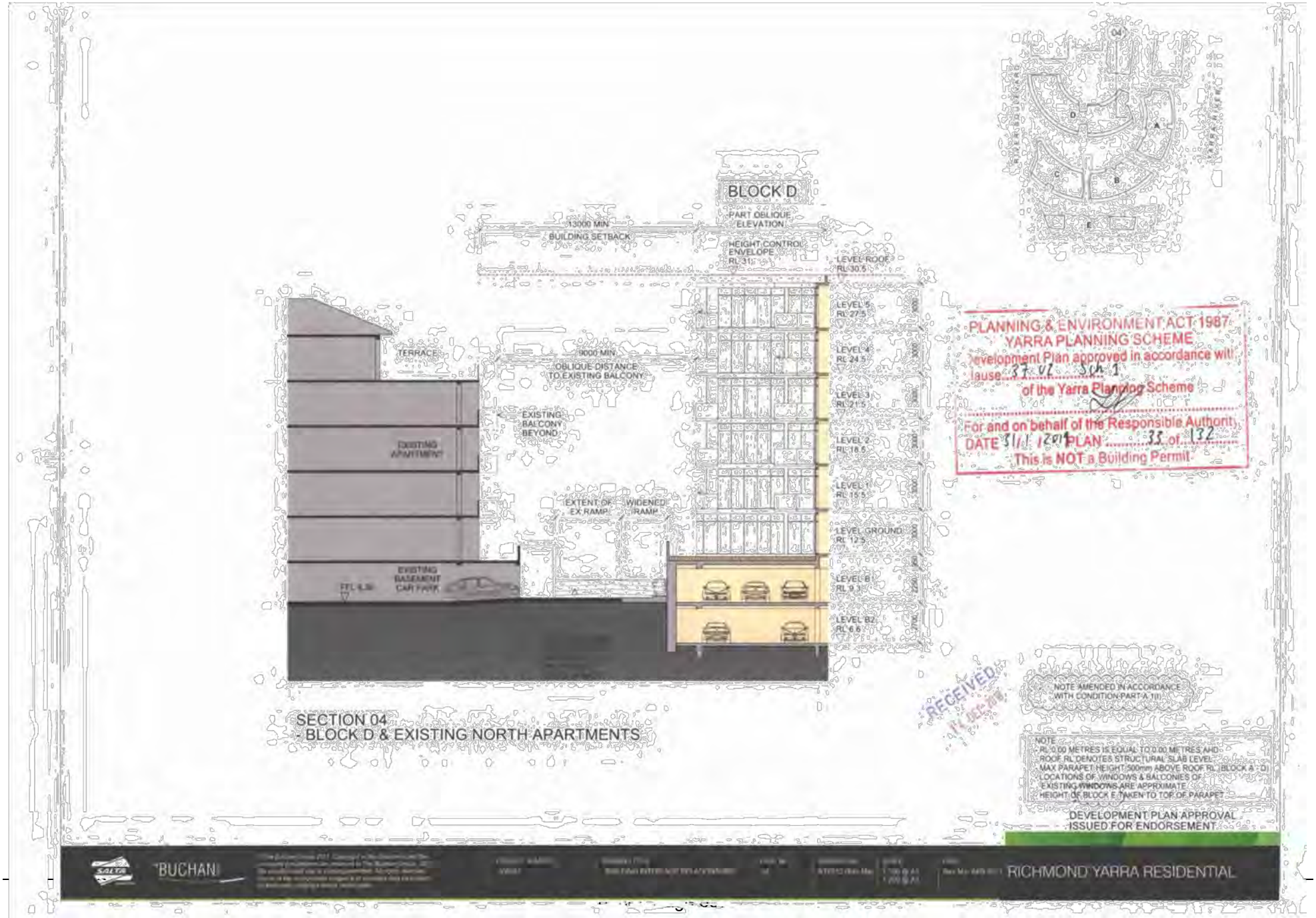
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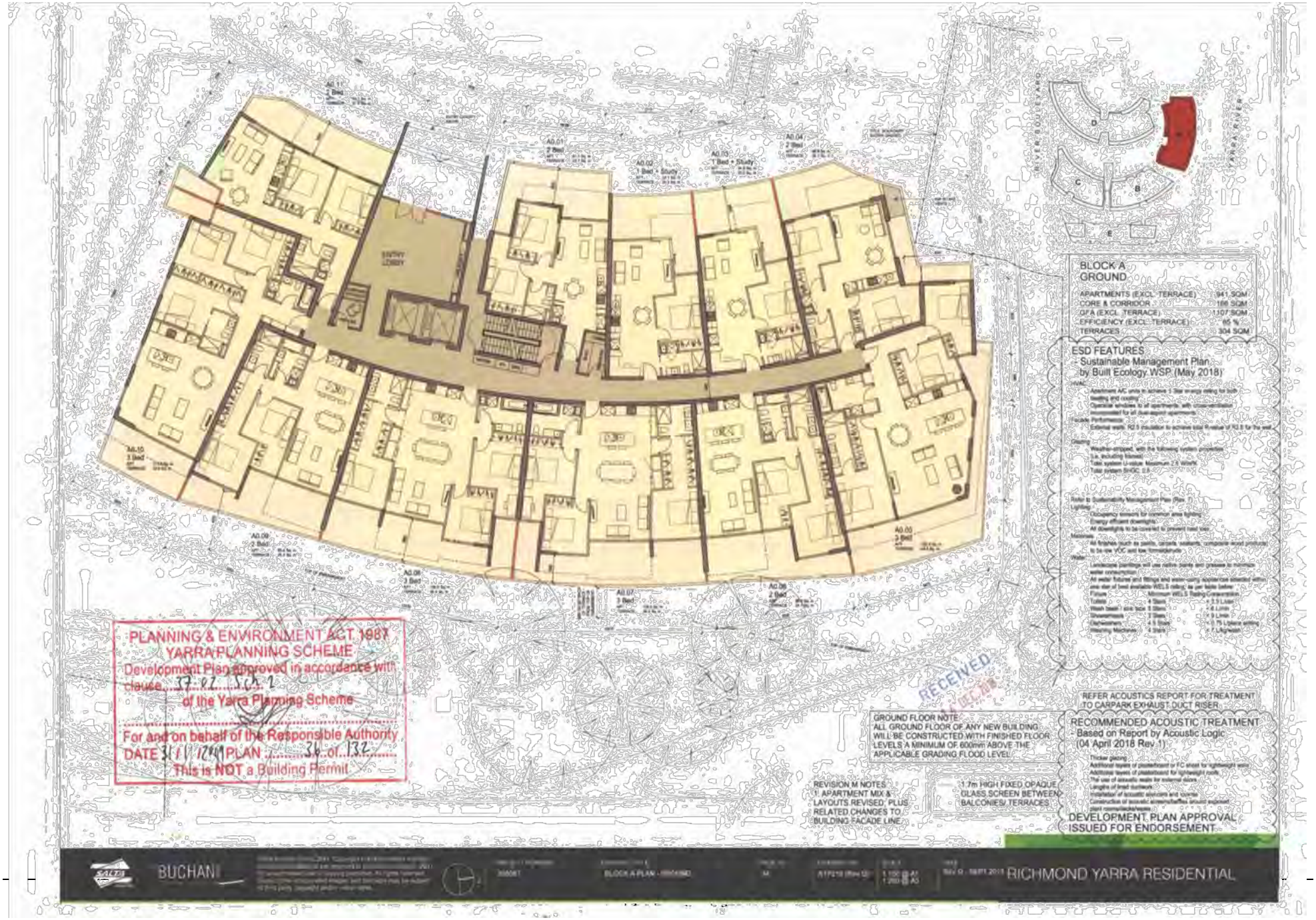
RICHMOND YARRA
RESIDENTIAL

BLOCK A

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Development Plan approved in accordance with
clause 37.02 Sch 1
of the Yarra Planning Scheme
For and on behalf of the Responsible Authority
DATE 8/1/2019 PLAN 35 of 132
This is NOT a Building Permit

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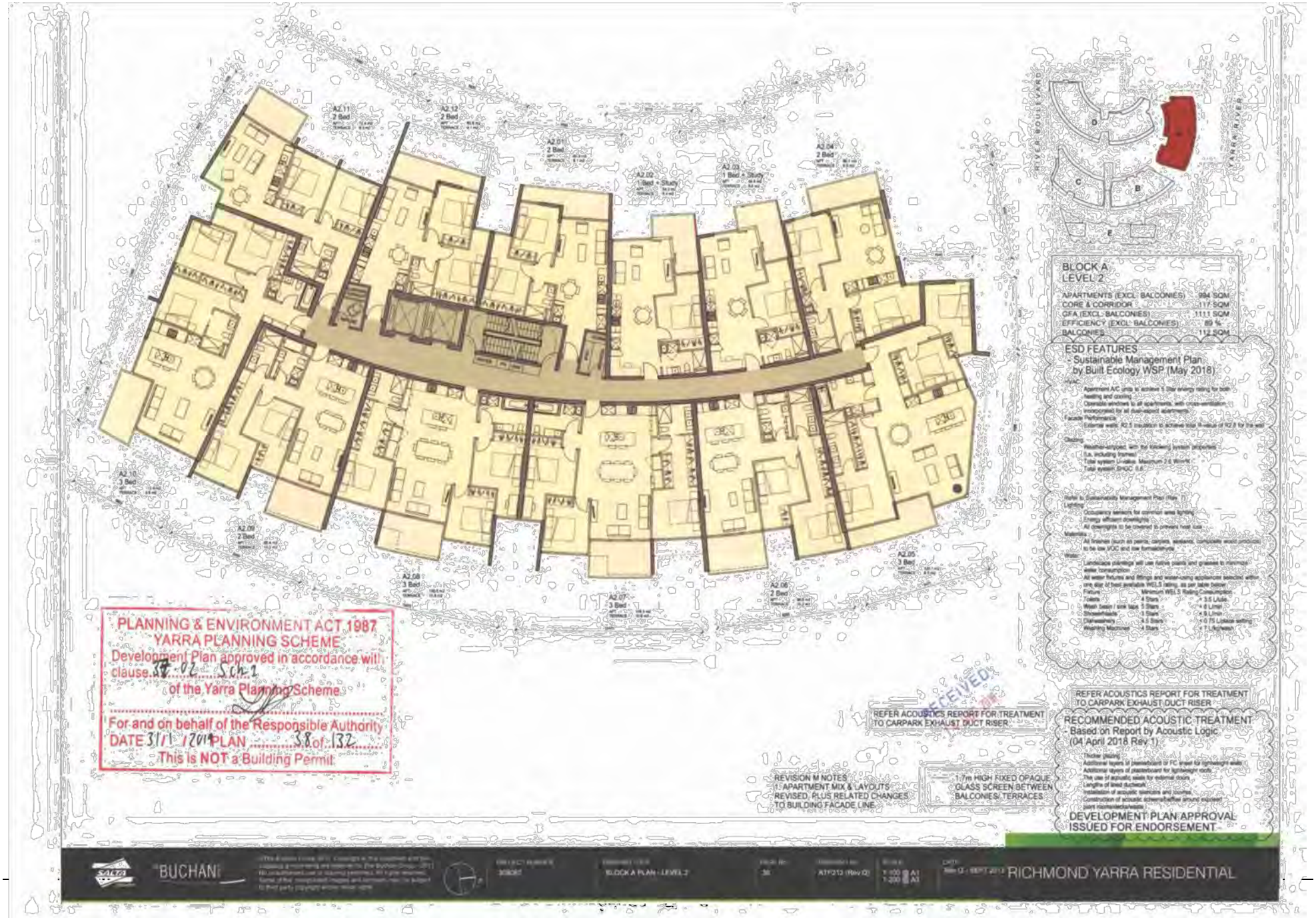
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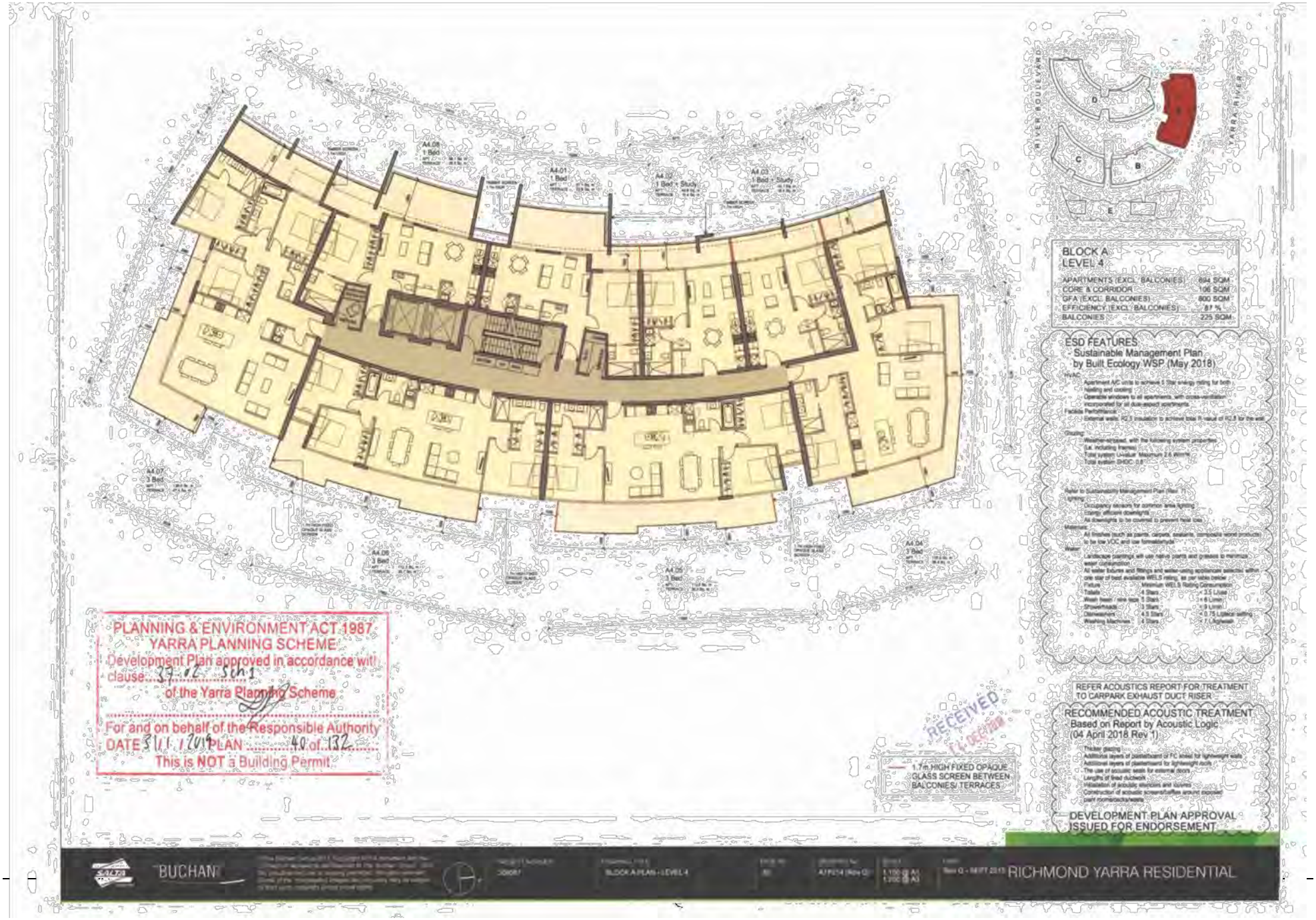
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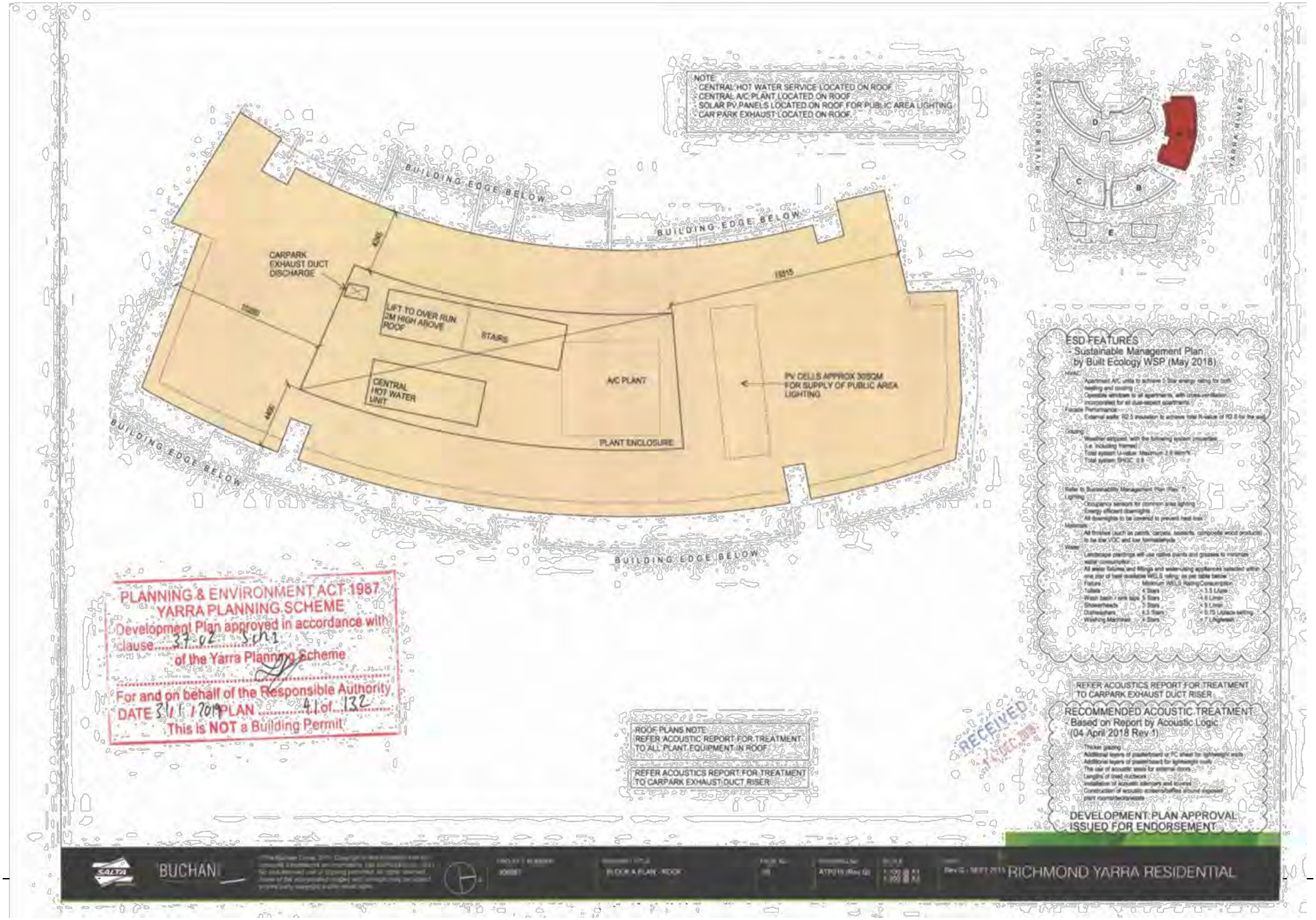
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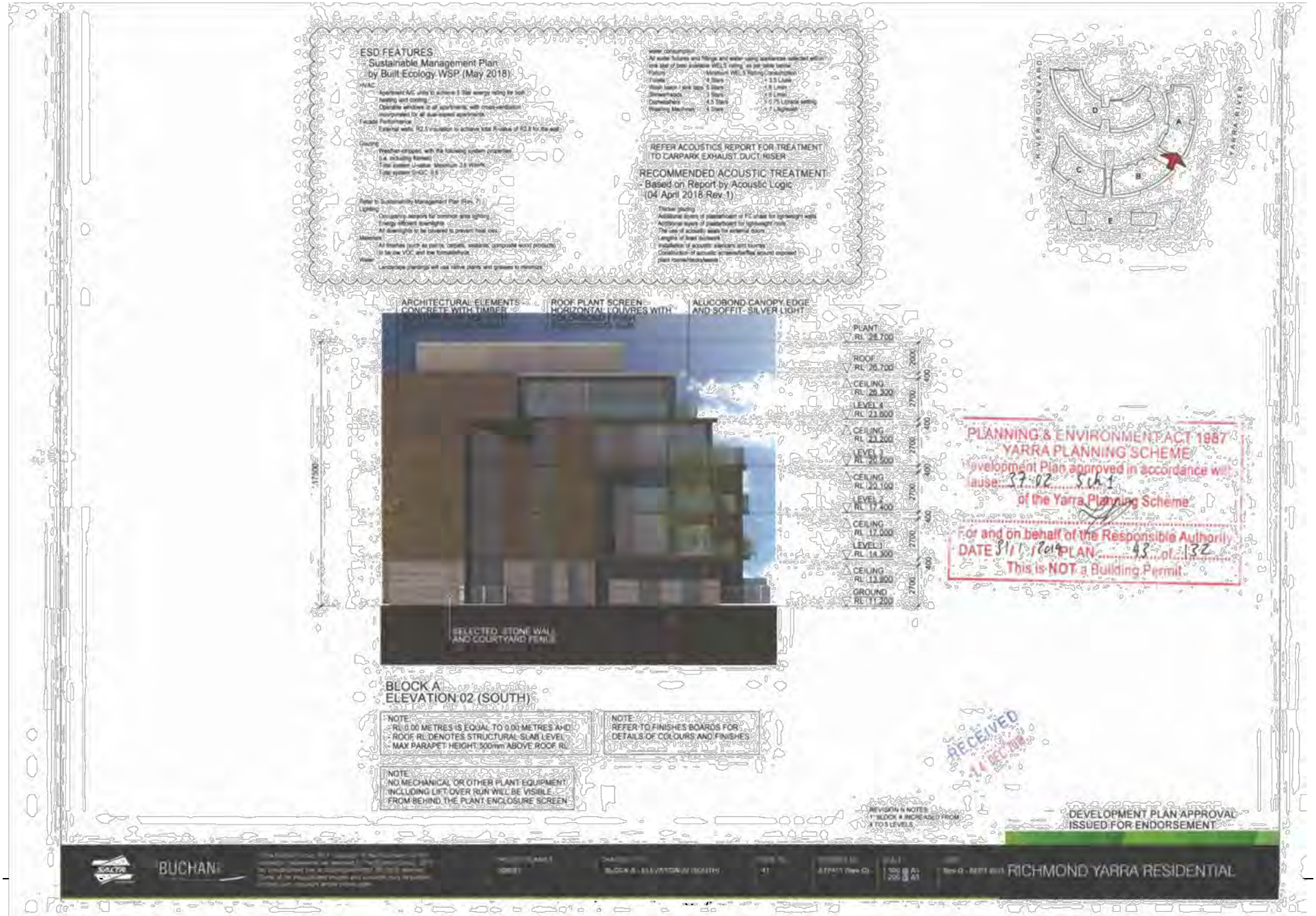
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ESD FEATURES
- Sustainable Management Plan by Built Ecology WSP (May 2018)

REFER ACOUSTICS REPORT FOR TREATMENT TO CARPARK EXHAUST DUCT RISER

RECOMMENDED ACOUSTIC TREATMENT
- Based on Report by Acoustic Logic (04 April 2018 Rev 1)

ROOF PLANT SCREEN HORIZONTAL LOUVRES WITH COLORBOND FINISH. SELECTED COLOUR

CLEAR GLASS WINDOWS

PLANT RL 28.700
ROOF RL 26.700
CEILING RL 26.300
LEVEL 4 RL 23.600
CEILING RL 23.200
LEVEL 3 RL 20.500
CEILING RL 20.100
LEVEL 2 RL 17.400
CEILING RL 17.000
LEVEL 1 RL 14.300
CEILING RL 13.900
GROUND RL 11.200

2000 2700 400 2700 400 2700 400 2700 400 2700



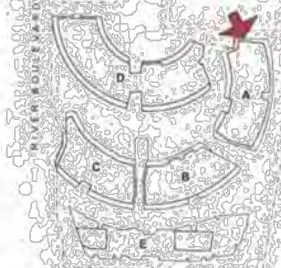
BLOCK A
ELEVATION 04 (NORTH)

NOTE
RL 0.00 METRES IS EQUAL TO 0.00 METRES AHD
ROOF RL DENOTES STRUCTURAL SLAB LEVEL
MAX PARAPET HEIGHT 500mm ABOVE ROOF RL

NOTE
REFER TO FINISHES BOARDS FOR DETAILS OF COLOURS AND FINISHES

NOTE
NO MECHANICAL OR OTHER PLANT EQUIPMENT INCLUDING LIFT OVER RUN WILL BE VISIBLE FROM BEHIND THE PLANT ENCLOSURE SCREEN

REVISION N NOTES
1. BLOCK A INCREASED FROM 4 TO 5 LEVELS



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DATE 31/1/2019 PLAN 45 of 132
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14 DEC 2018

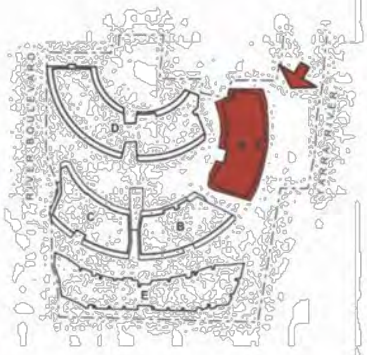
DEVELOPMENT PLAN APPROVAL
ISSUED FOR ENDORSEMENT

BUCHAN

RICHMOND YARRA RESIDENTIAL

Attachment 9 - PL10/0156 - Approved Development Plans





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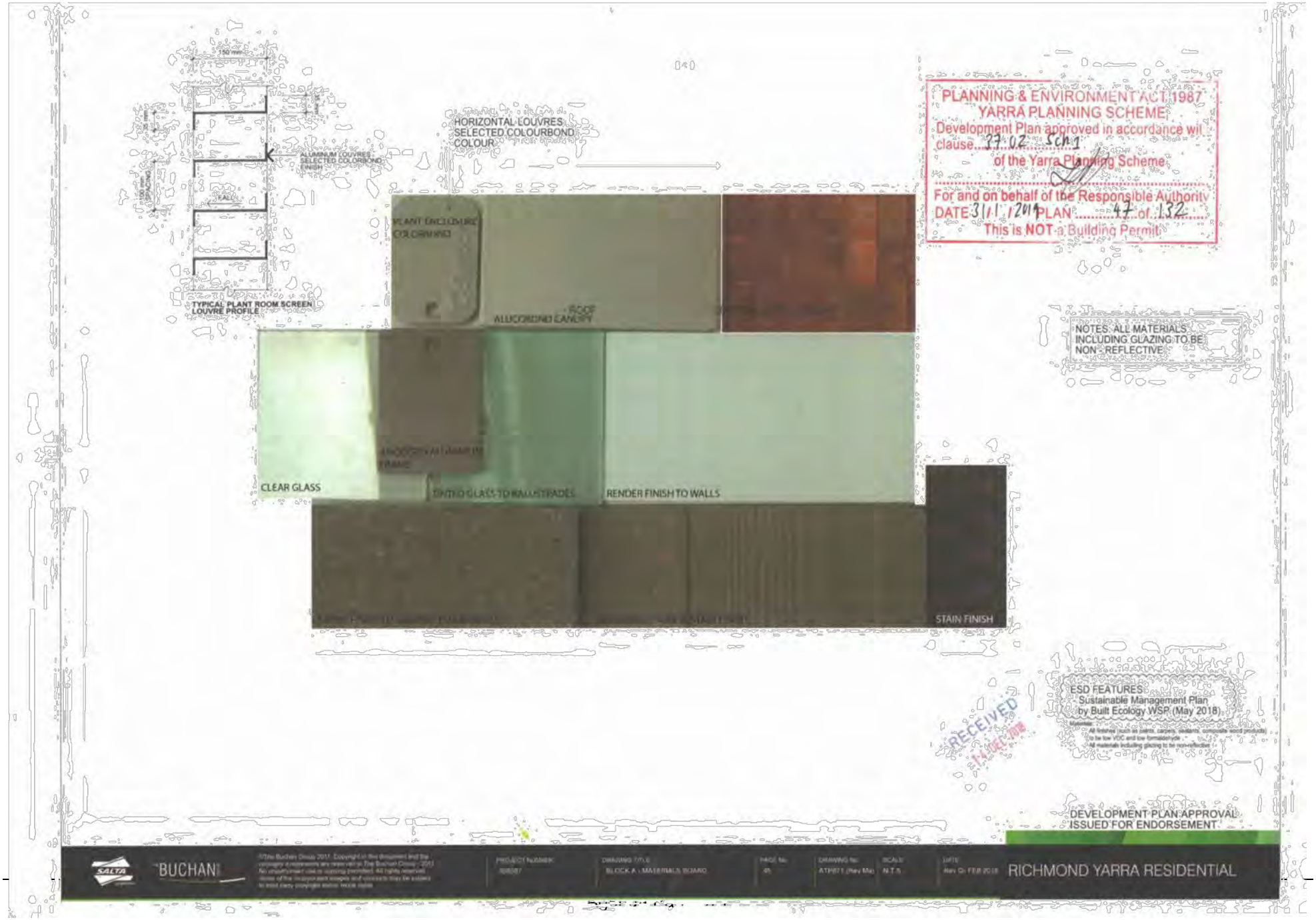
BLOCK A RIVER VIEW
LANDSCAPING SHOWN ARE INDICATIVE
REFER TO LANDSCAPE MASTER PLAN FOR DETAIL LANDSCAPE DESIGN

REVISION N NOTES
1. BLOCK A INCREASED FROM 4 TO 5 LEVELS

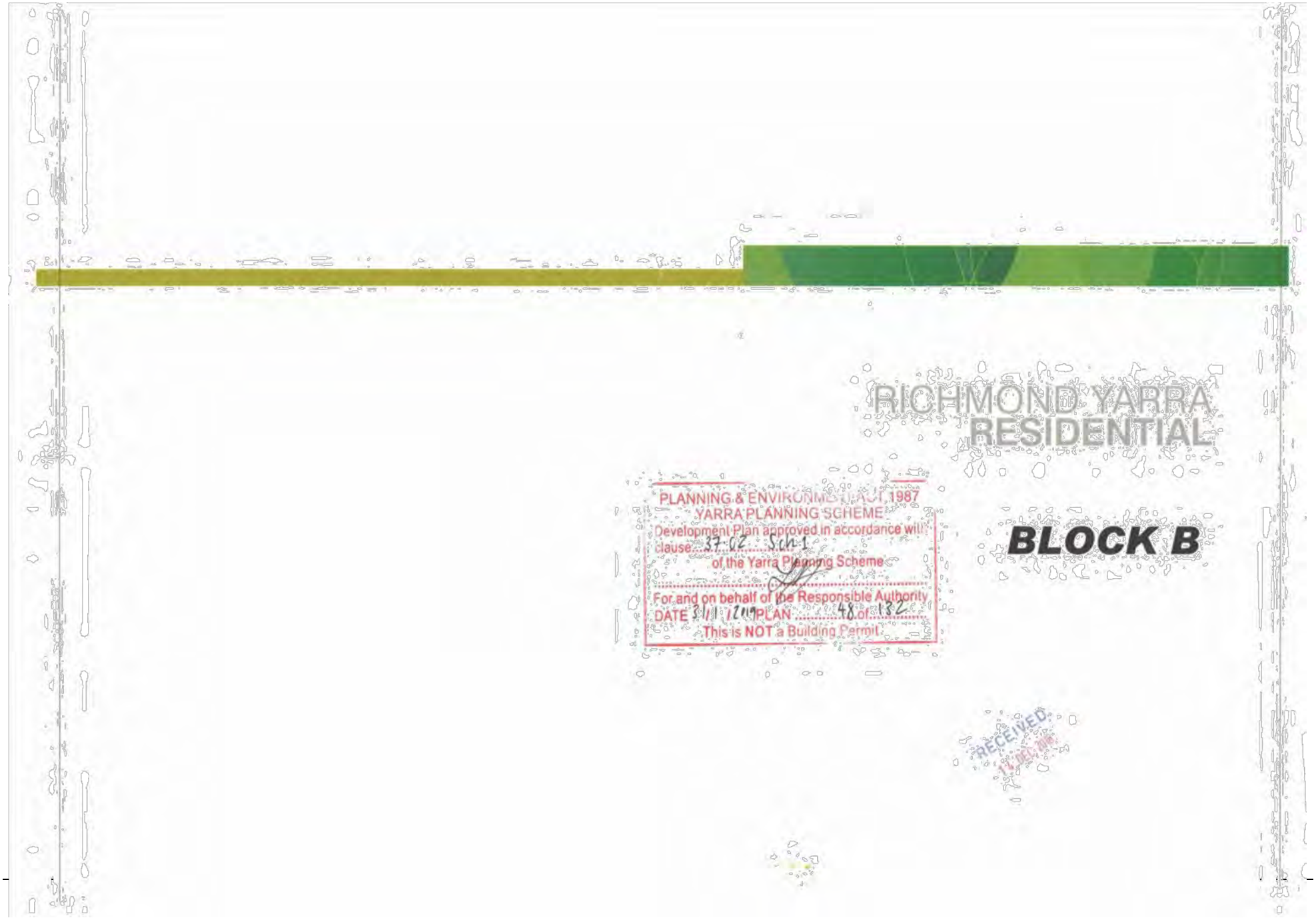
DEVELOPMENT PLAN APPROVAL
ISSUED FOR ENDORSEMENT

SALTA
THE BUCHAN
PROJECT NUMBER 308087
DRAWING TITLE BLOCK A - RIVER VIEW
PAGE No 44
DRAWING No ATP802 (Rev No)
SCALE N.T.S
DATE Rev No - APR 2013
RICHMOND YARRA RESIDENTIAL

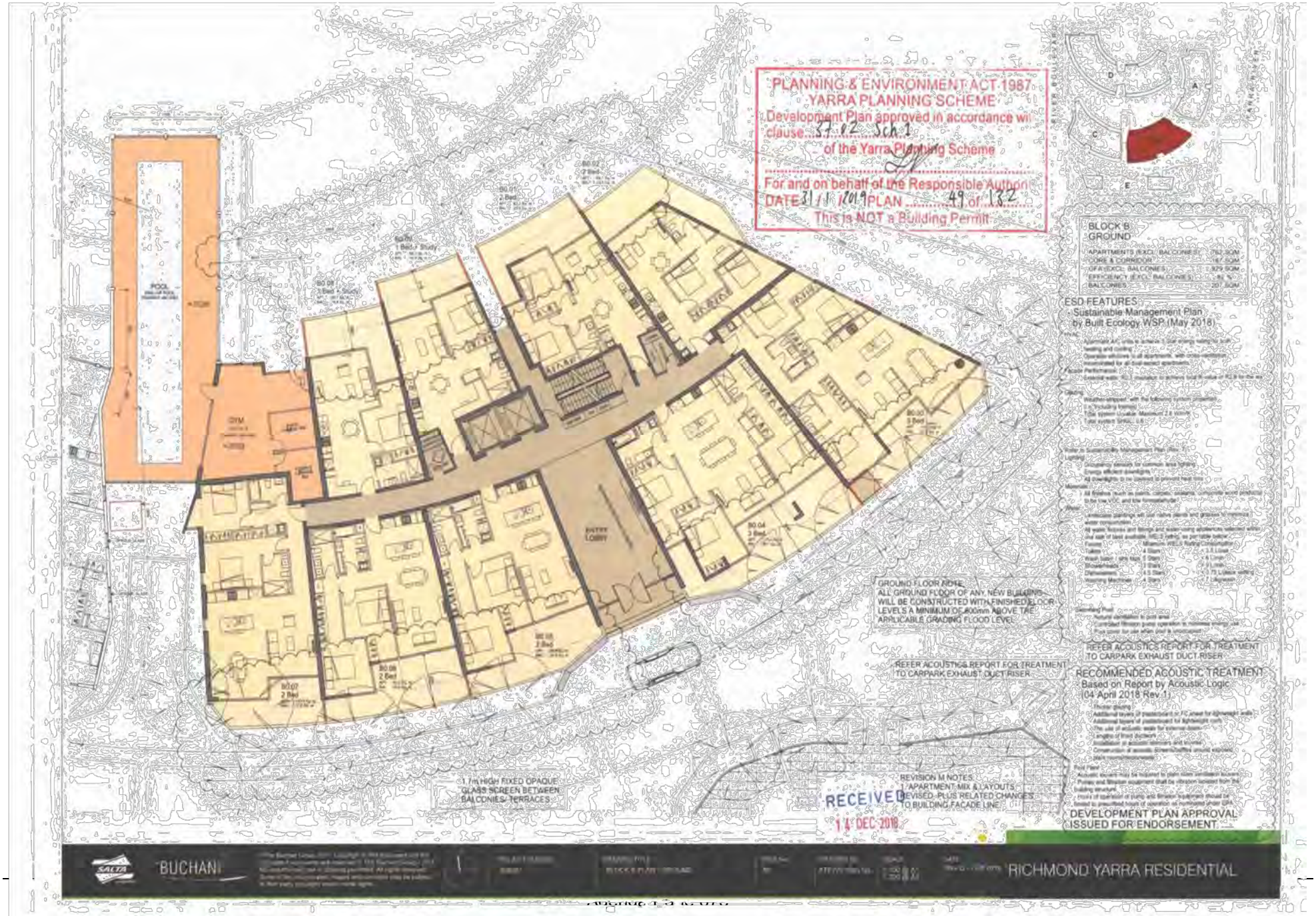
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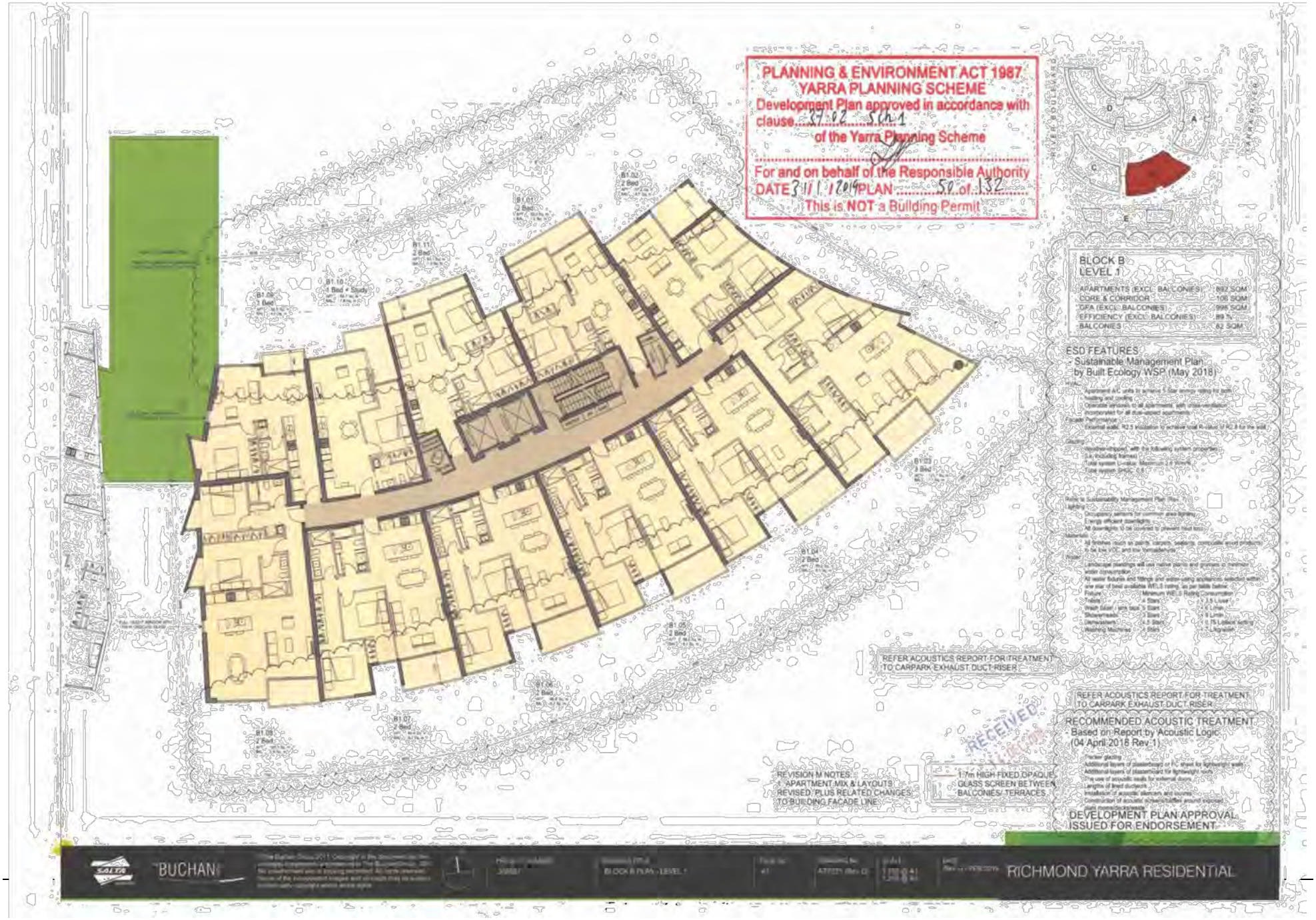
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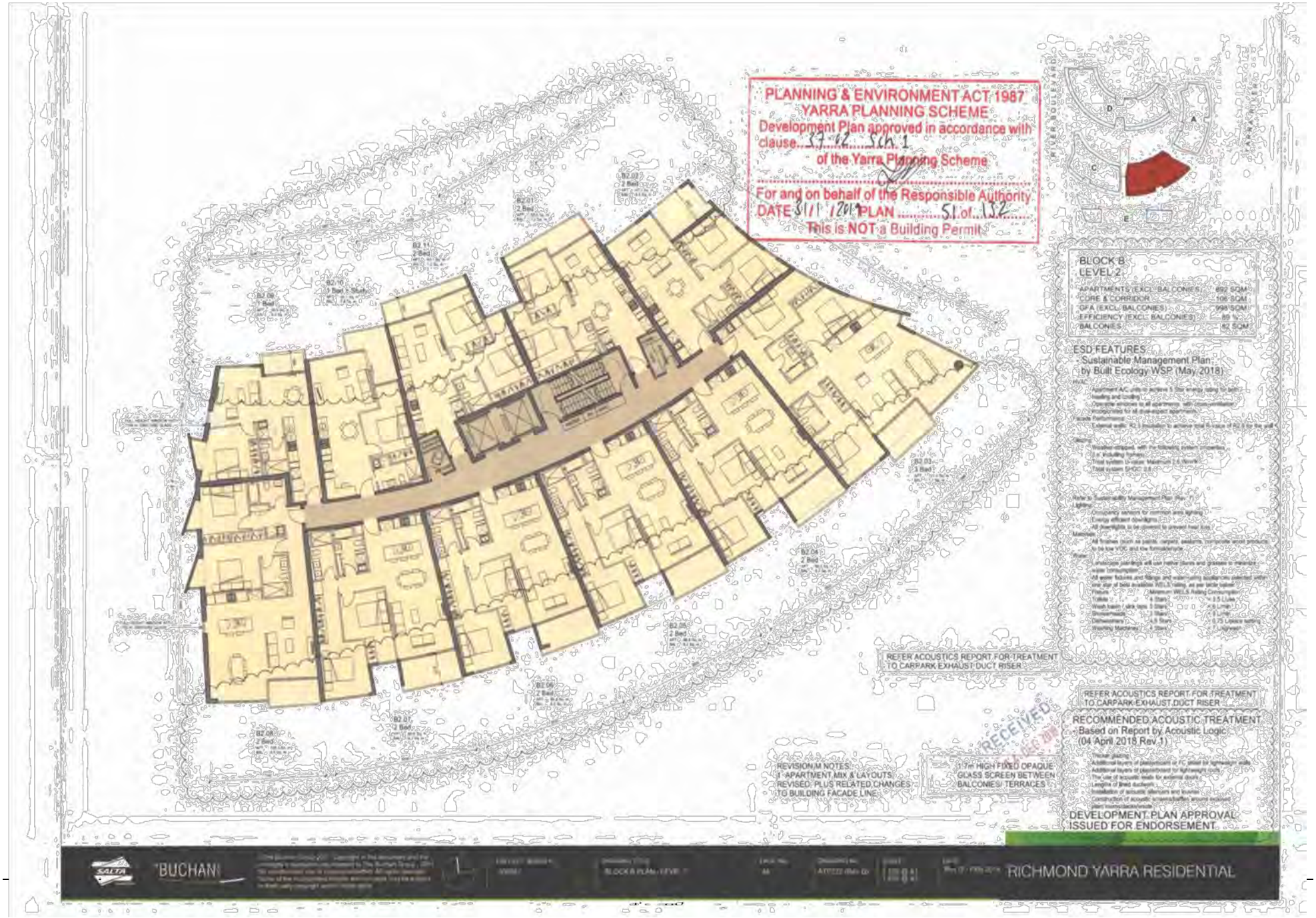
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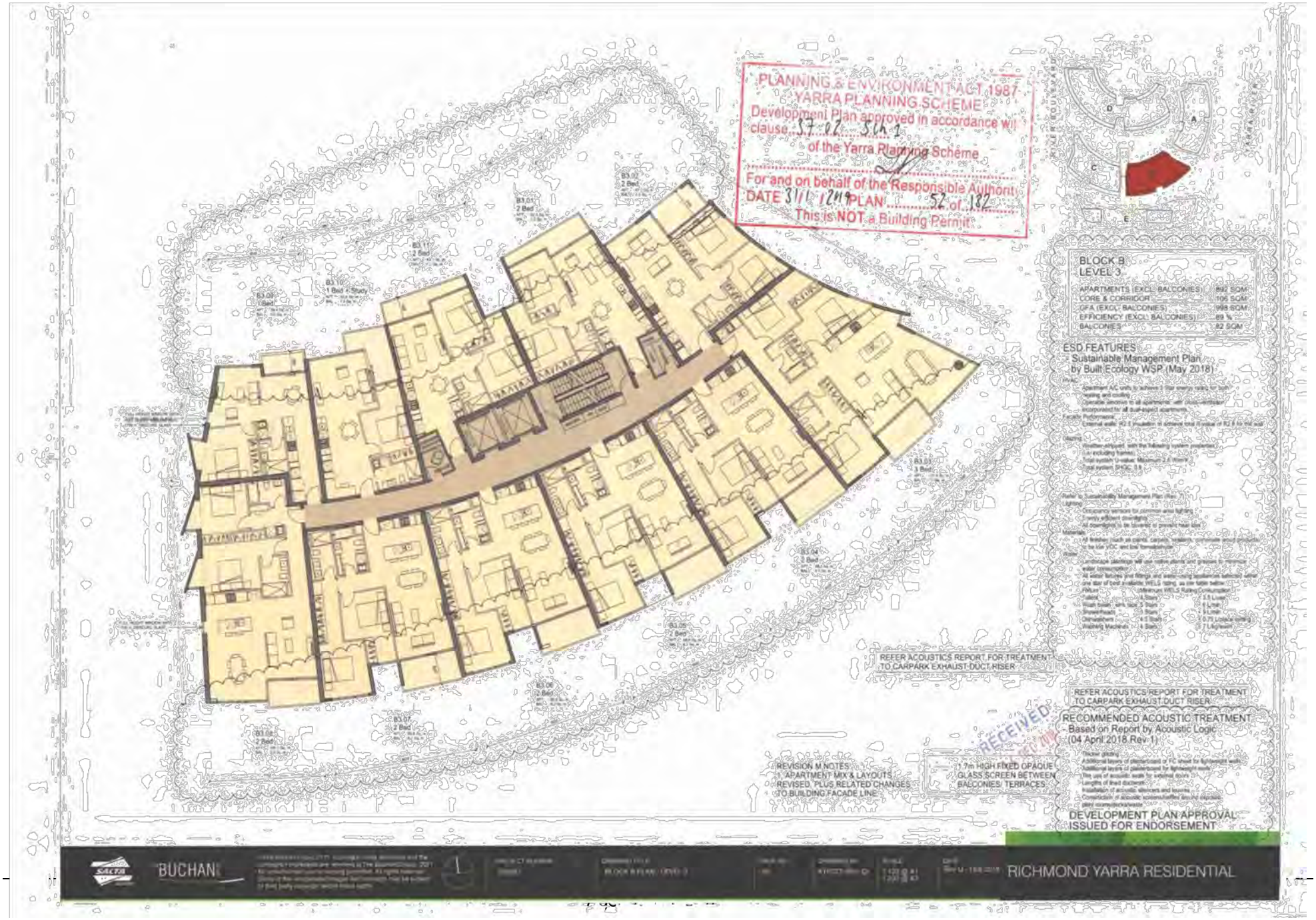
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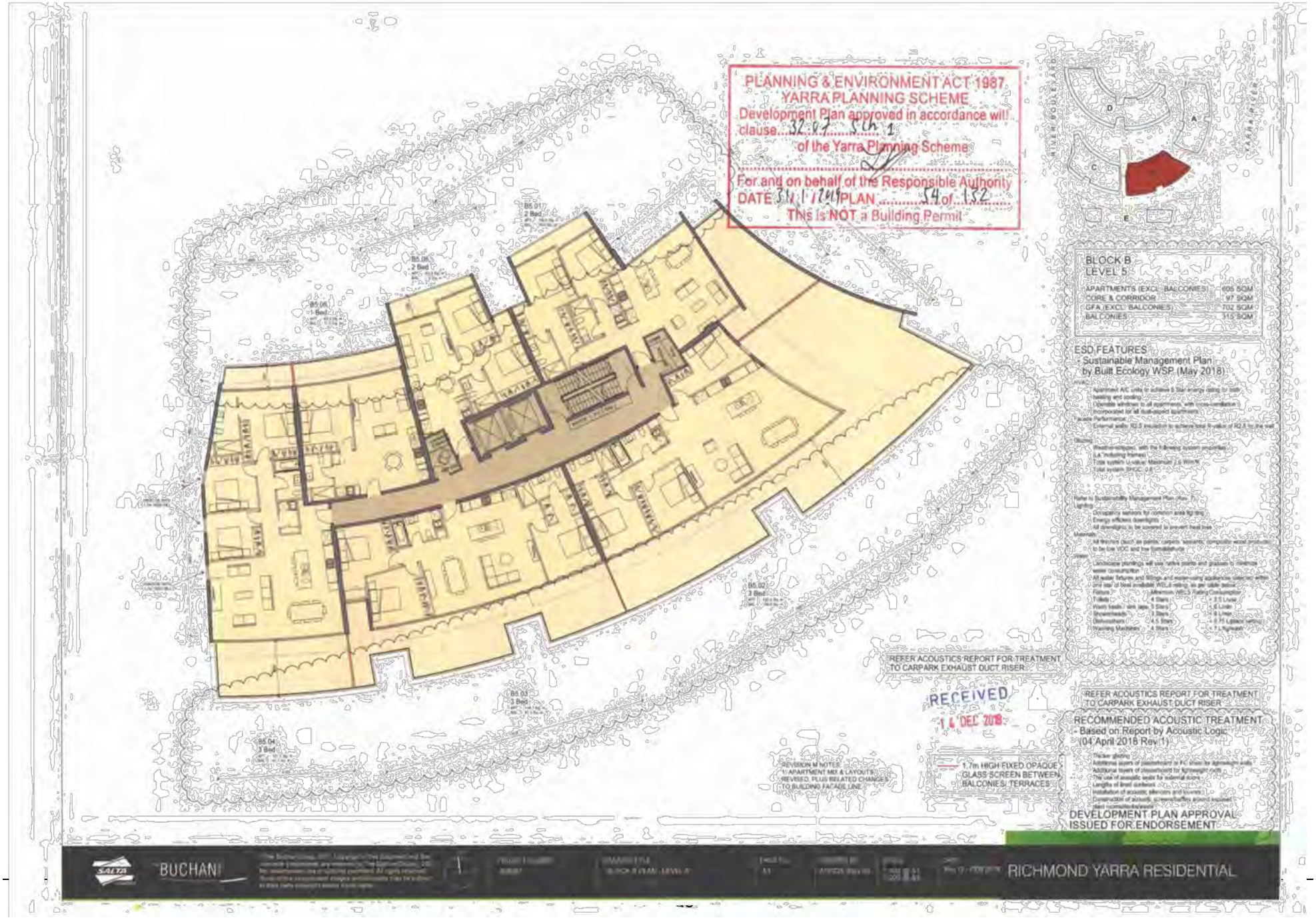
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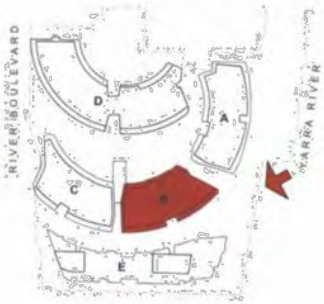


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RECEIVED
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BLOCK B RIVER VIEW
LANDSCAPING SHOWN ARE INDICATIVE
REFER TO LANDSCAPE MASTER PLAN FOR DETAIL LANDSCAPE DESIGN

REVISION M NOTES
1. PERSPECTIVE VIEW UPDATED

DEVELOPMENT PLAN APPROVAL
ISSUED FOR ENDORSEMENT

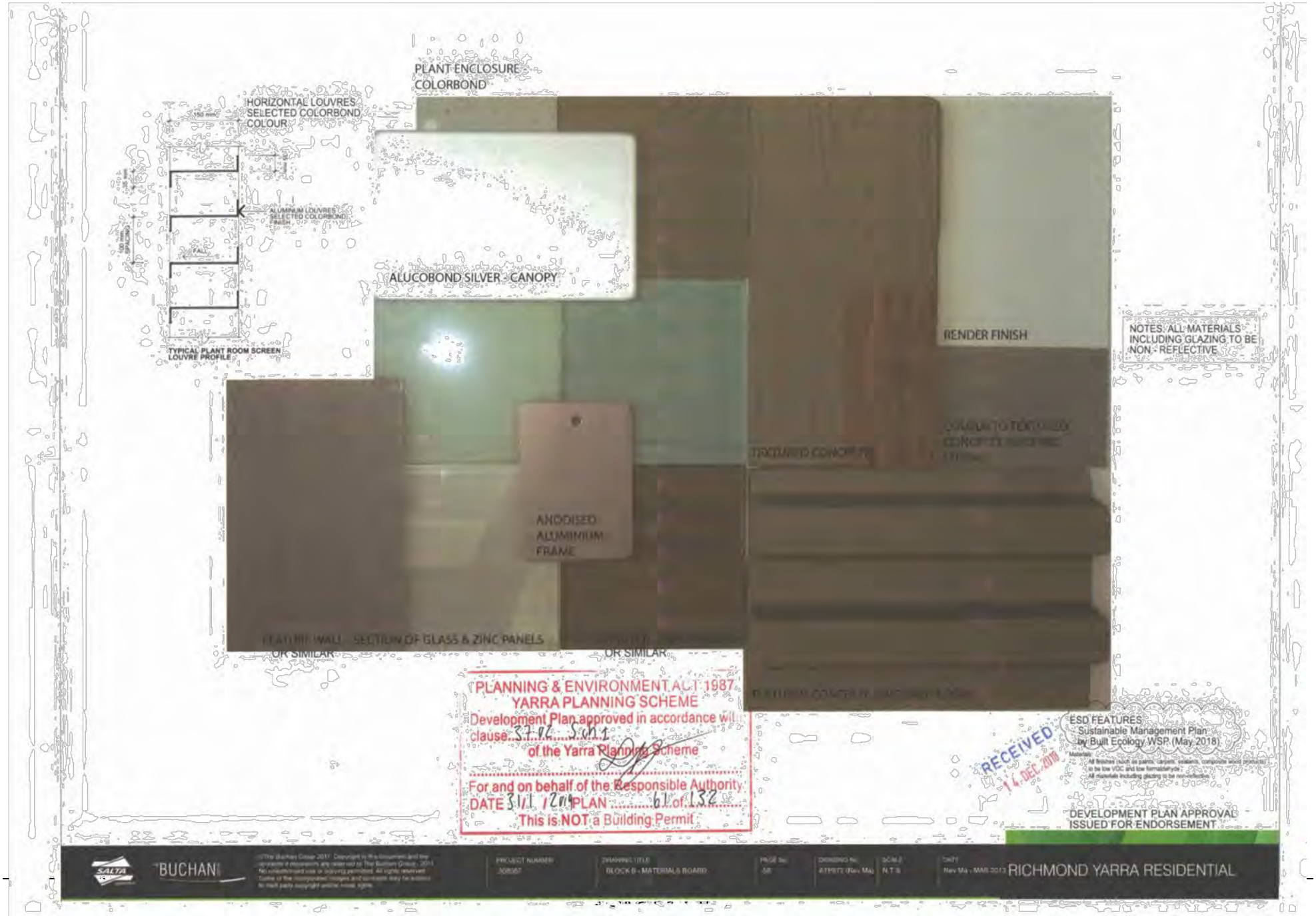
SALTA properties
THE BUCHAN GROUP

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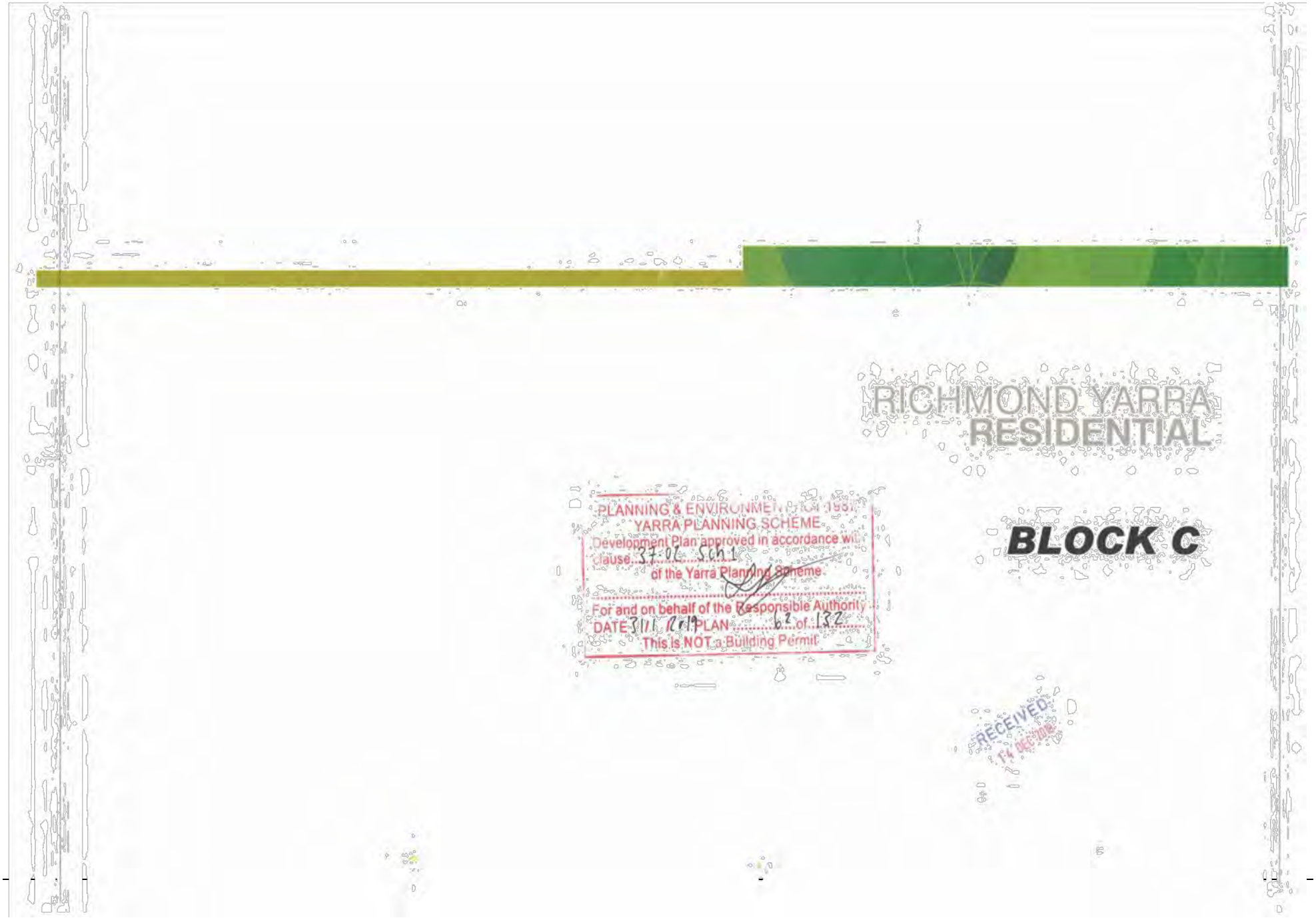
PROJECT NUMBER	DRAWING TITLE	PAGE No	DRAWING No	SCALE	DATE
308087	BLOCK B - RIVER VIEW	57	ATP800 (Rev Ma)	N.T.S	Rev Ma APR 2013

RICHMOND YARRA RESIDENTIAL

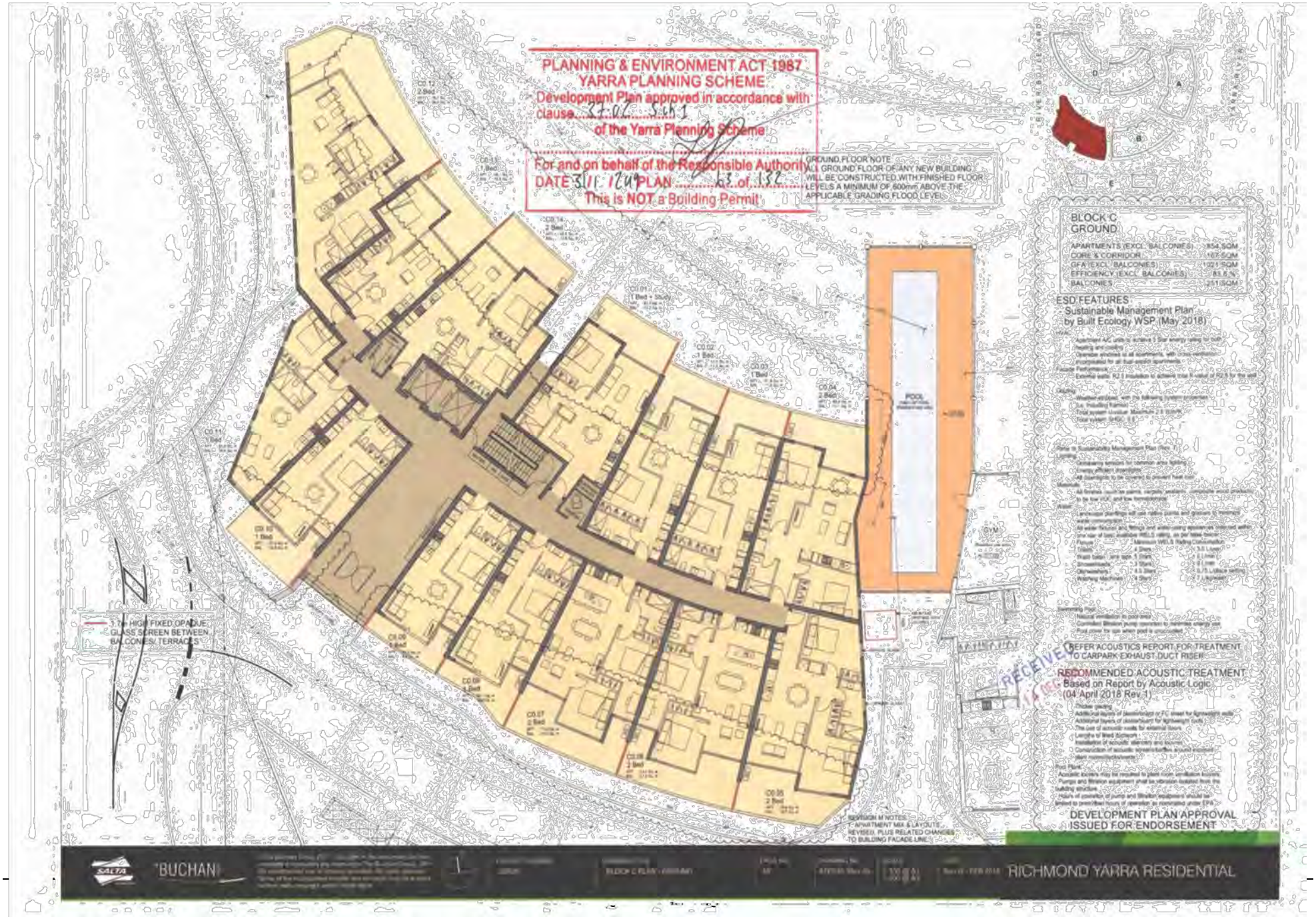
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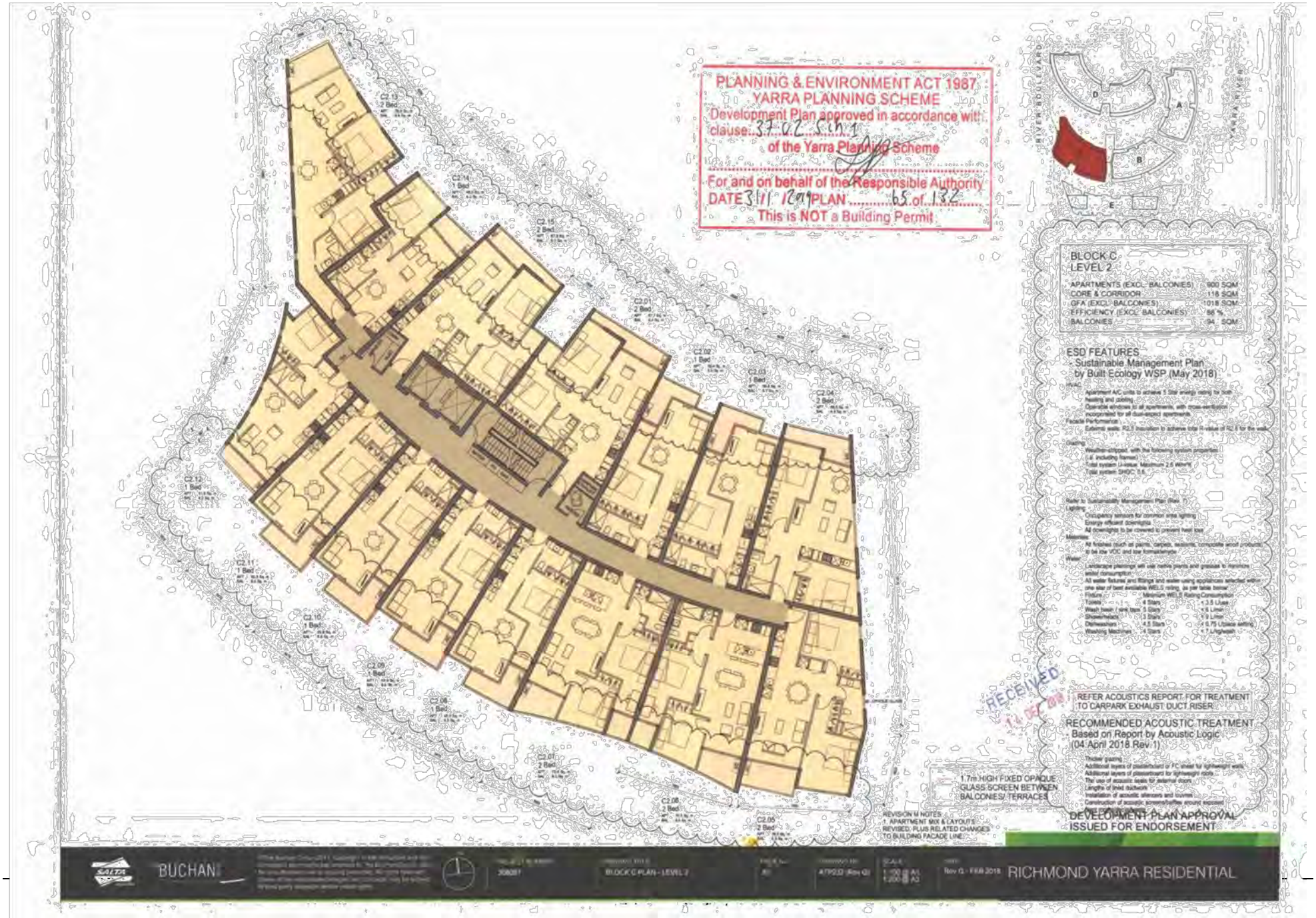
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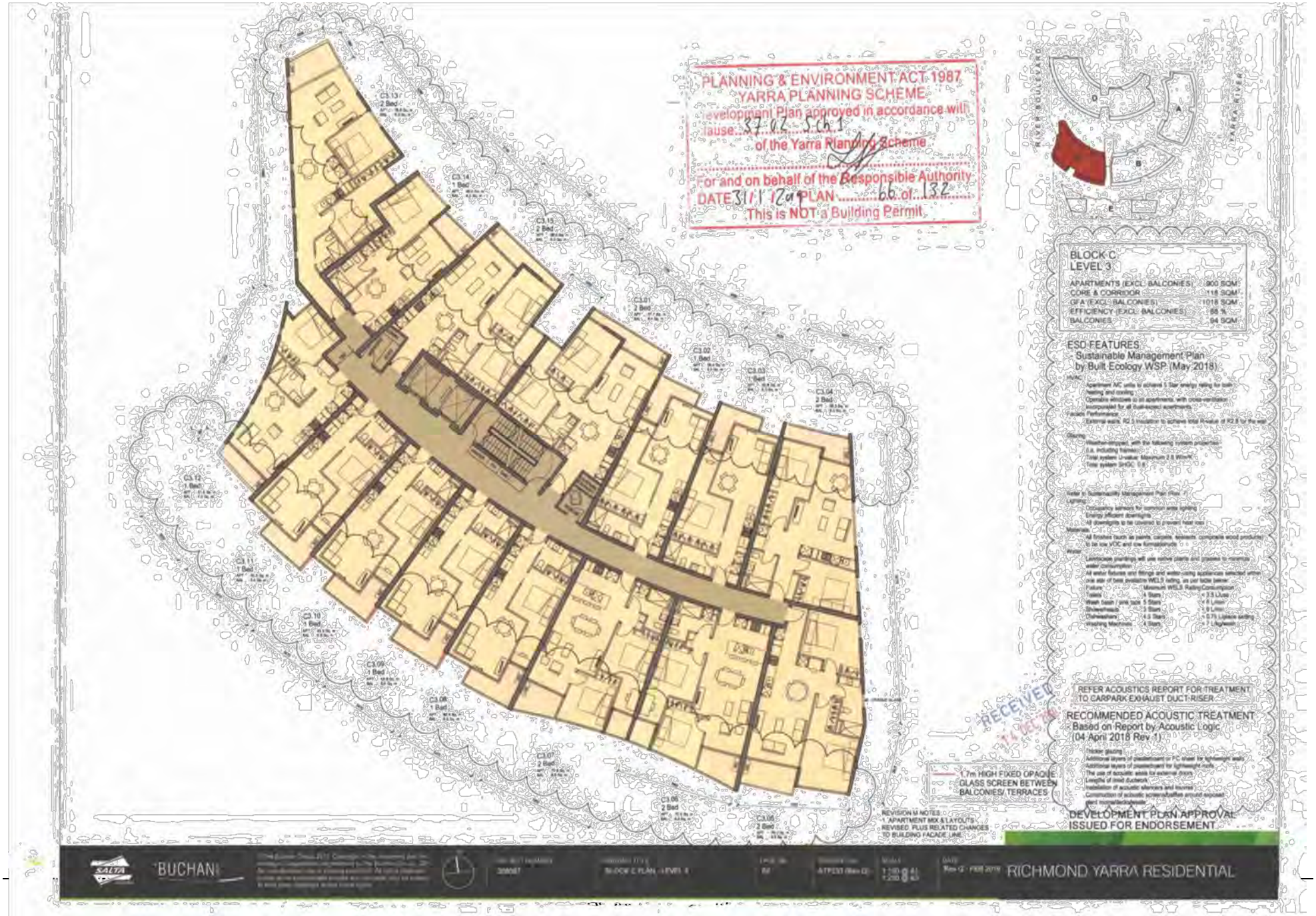
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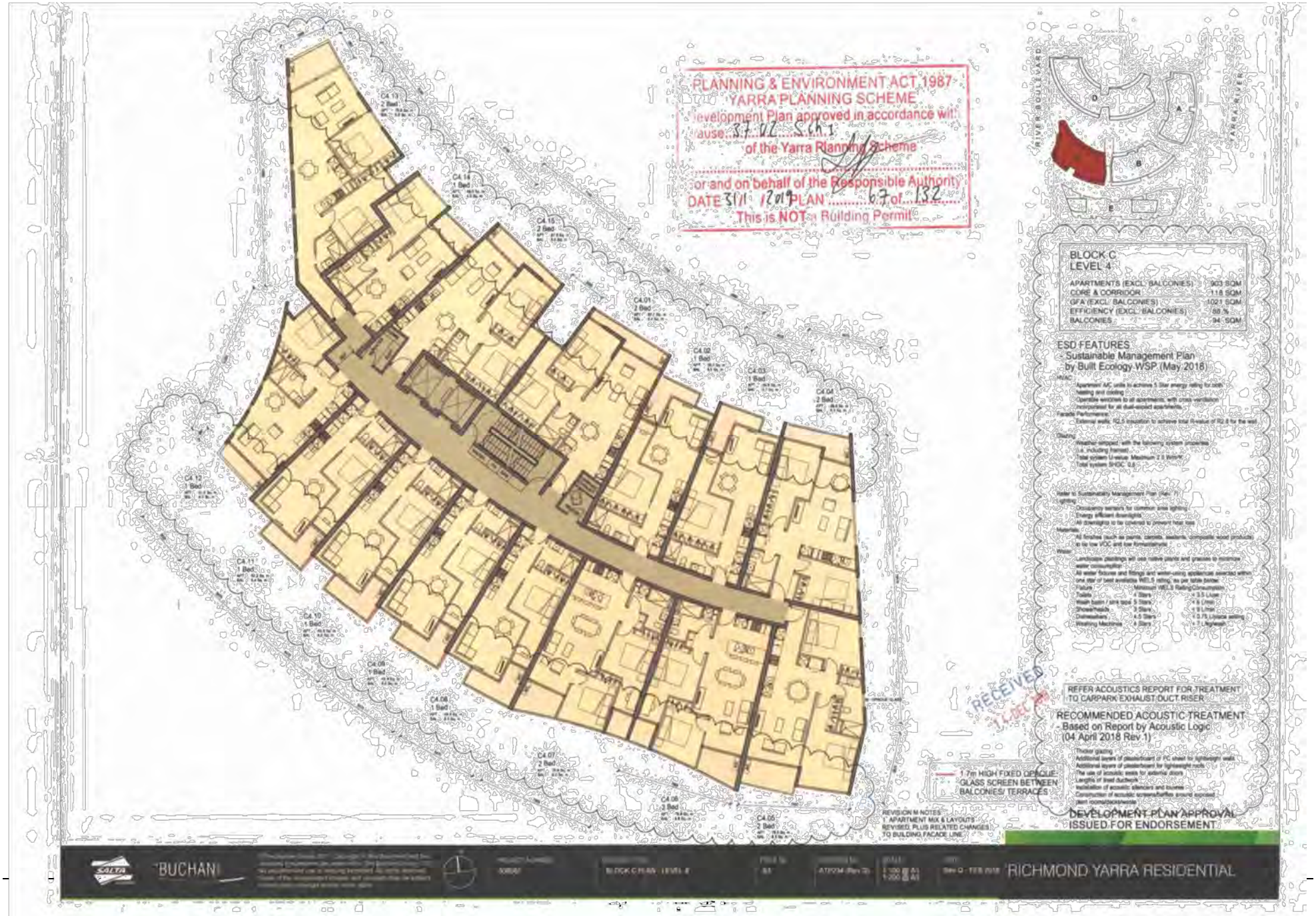
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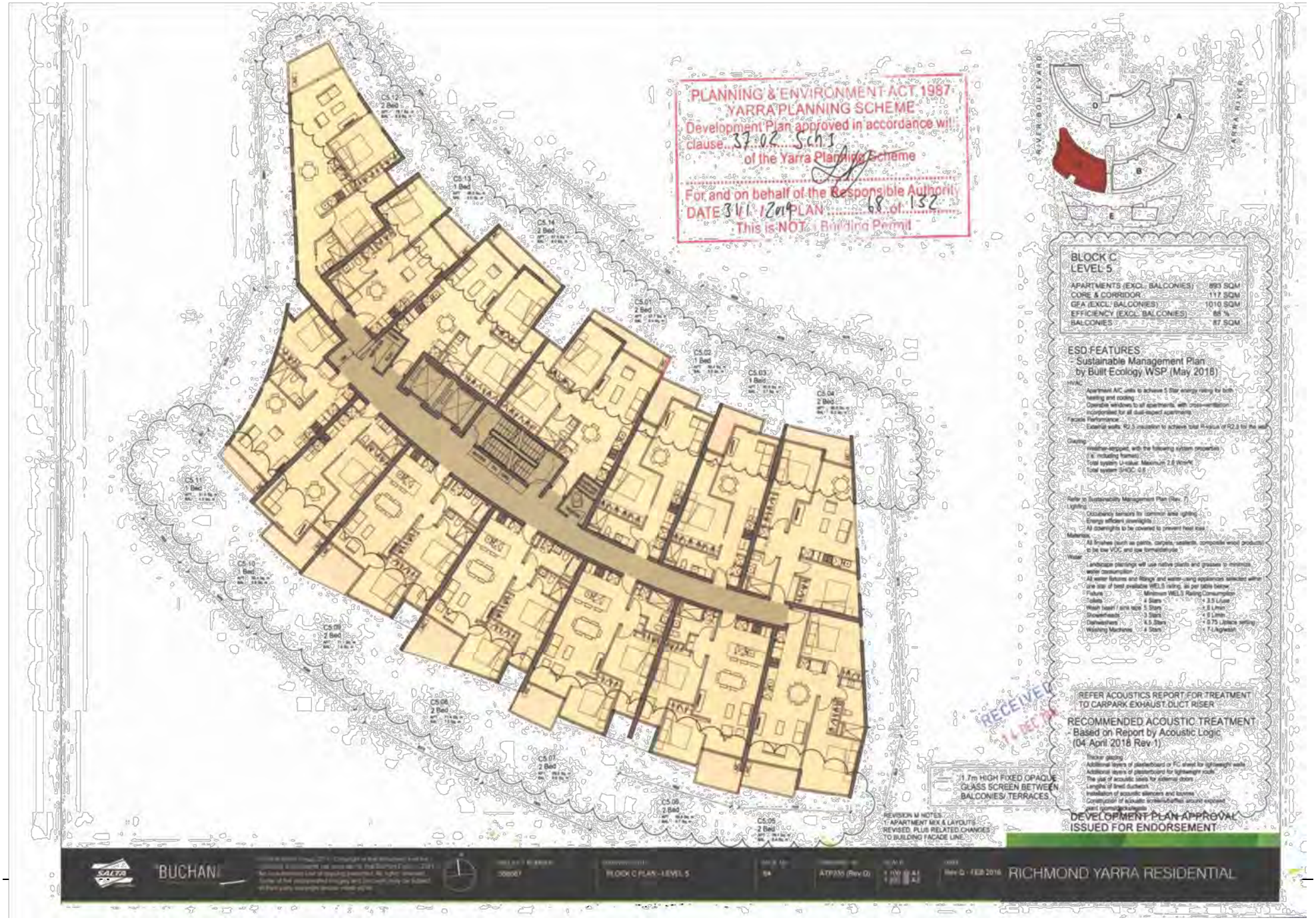
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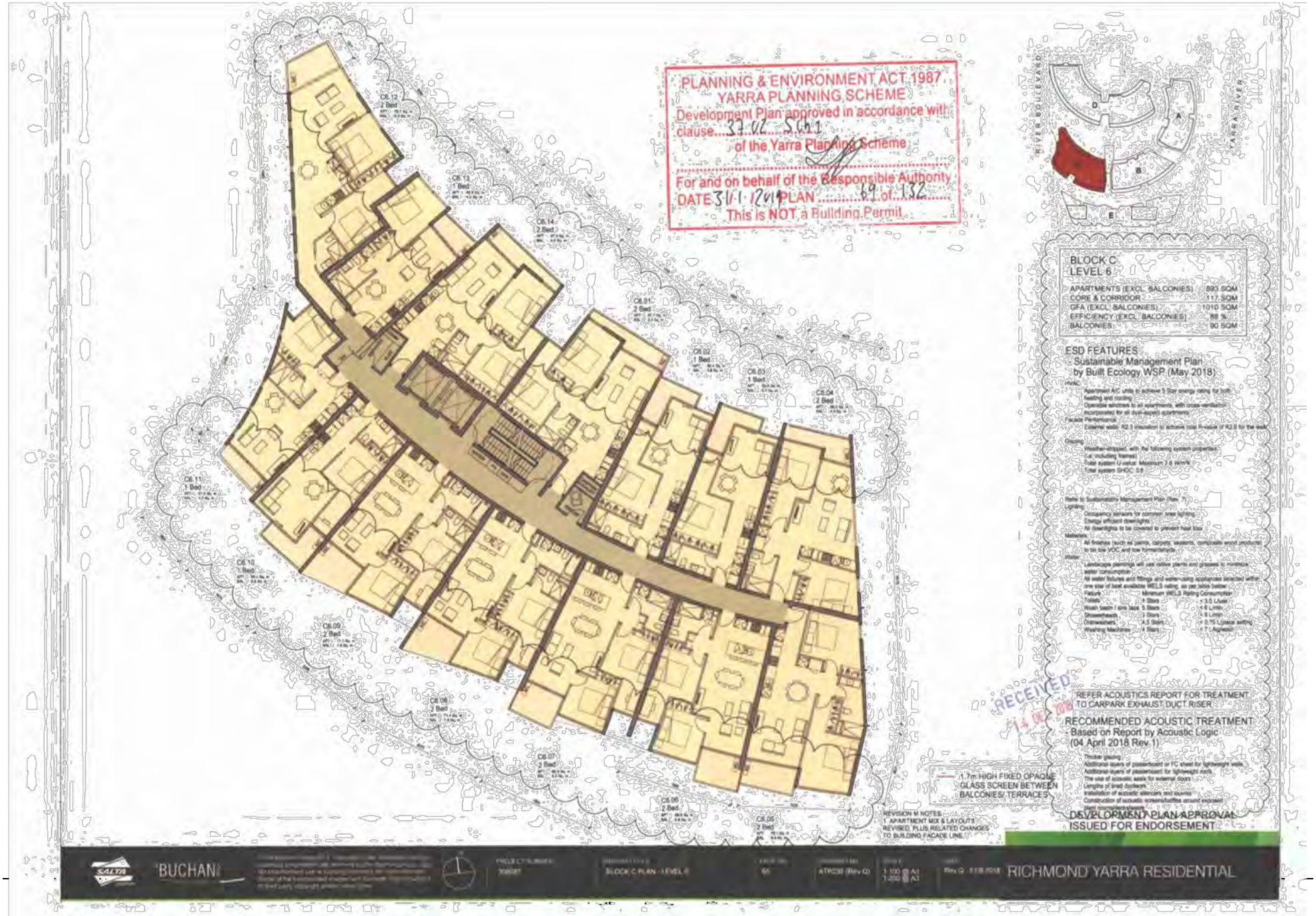
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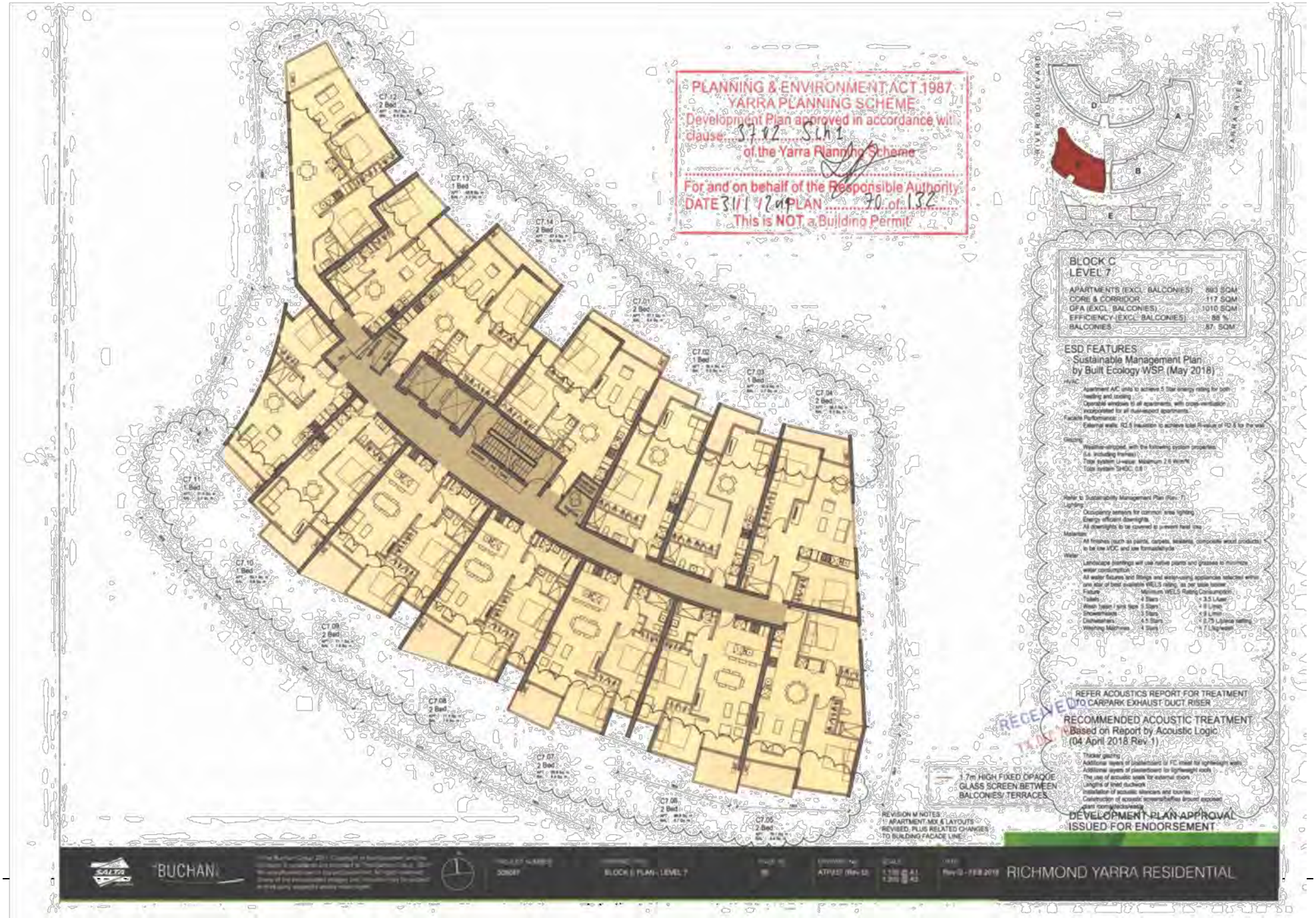
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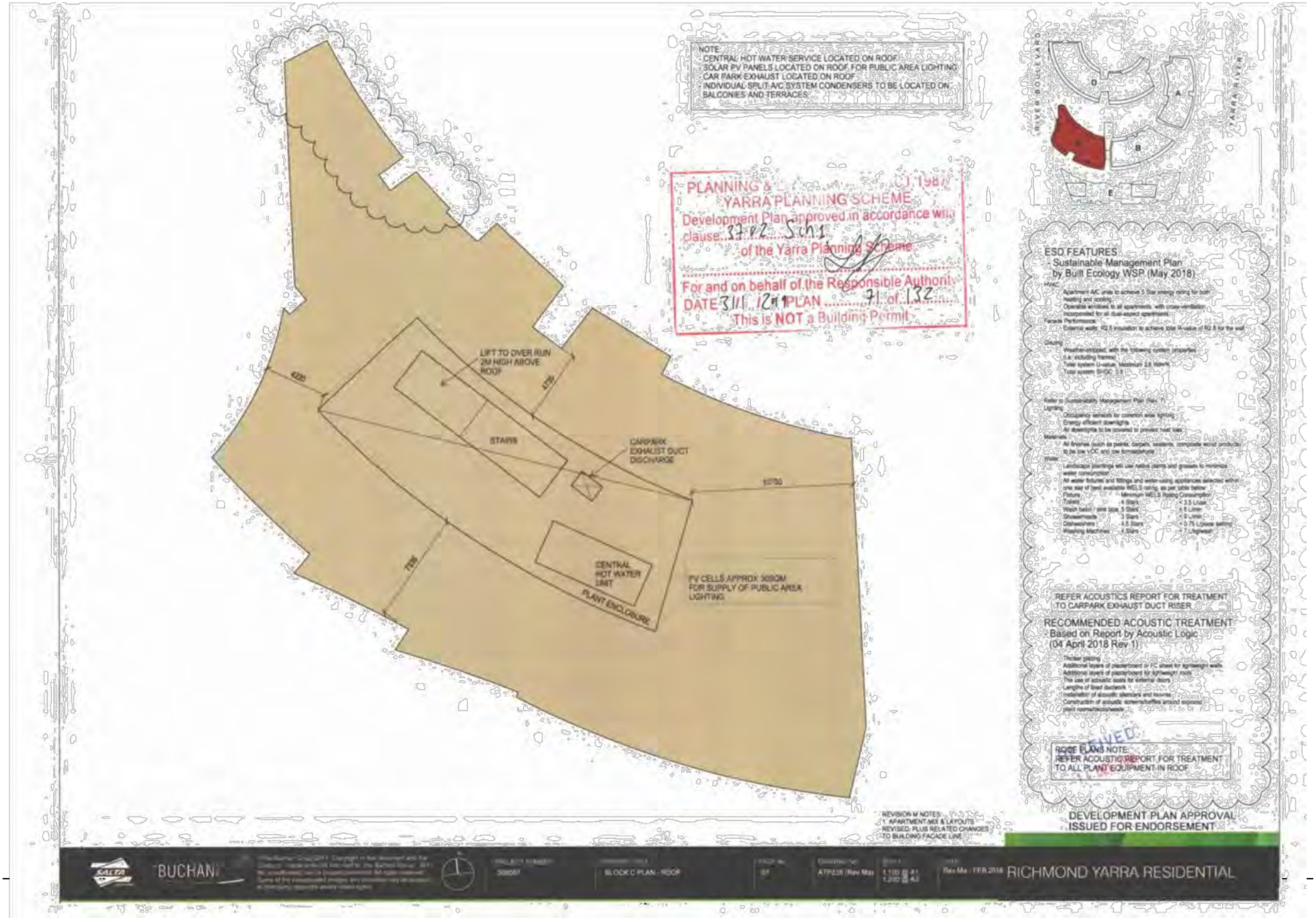
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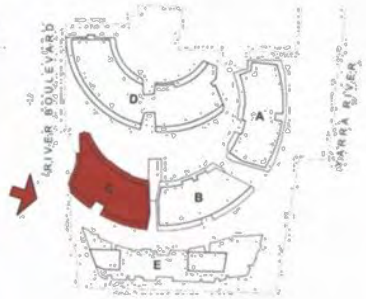


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BLOCK C PROMENADE VIEW

LANDSCAPING SHOWN ARE INDICATIVE
REFER TO LANDSCAPE MASTER PLAN FOR DETAIL LANDSCAPE DESIGN.

REVISION M NOTES
1. PERSPECTIVE VIEW UPDATED

DEVELOPMENT PLAN APPROVAL
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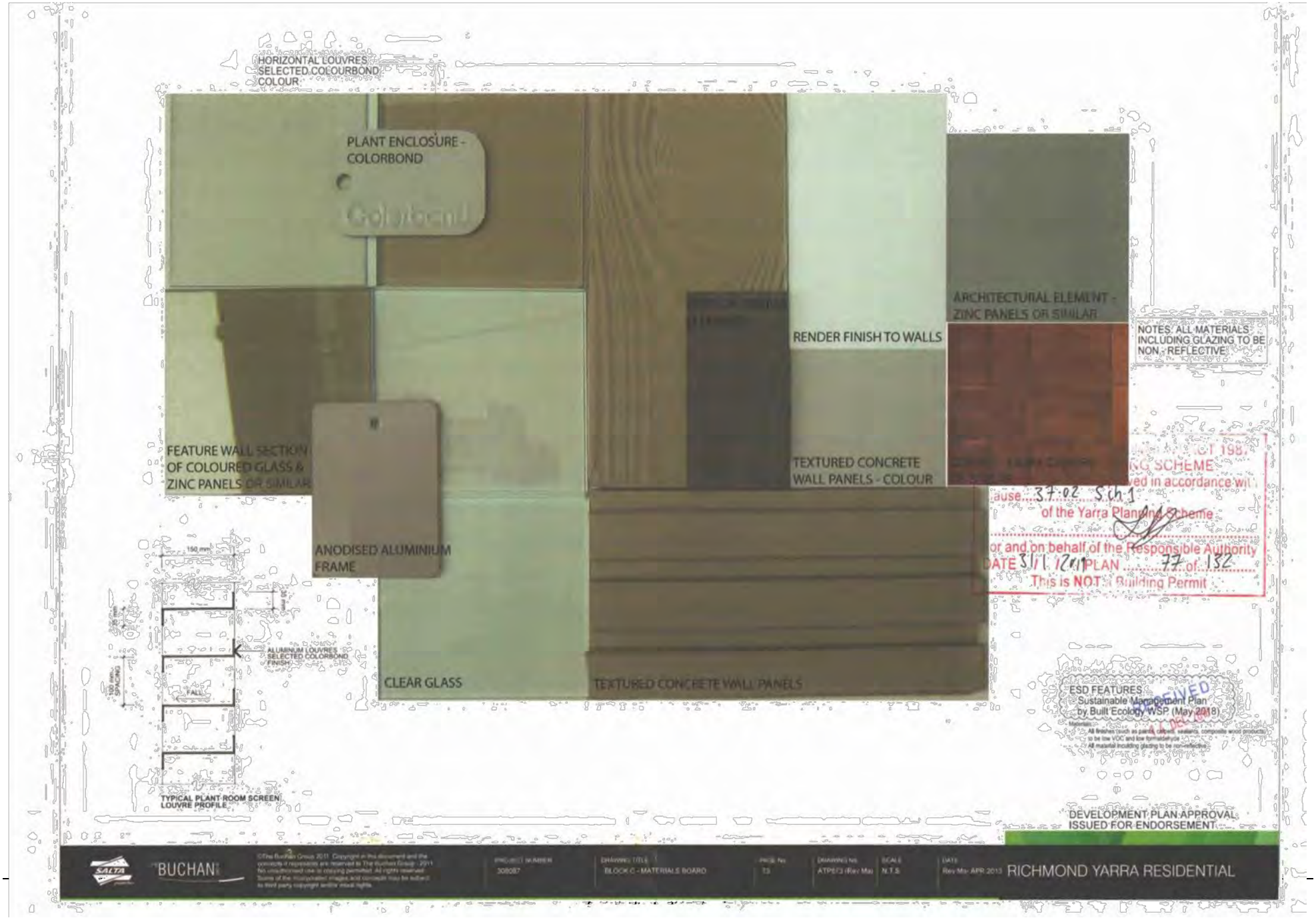
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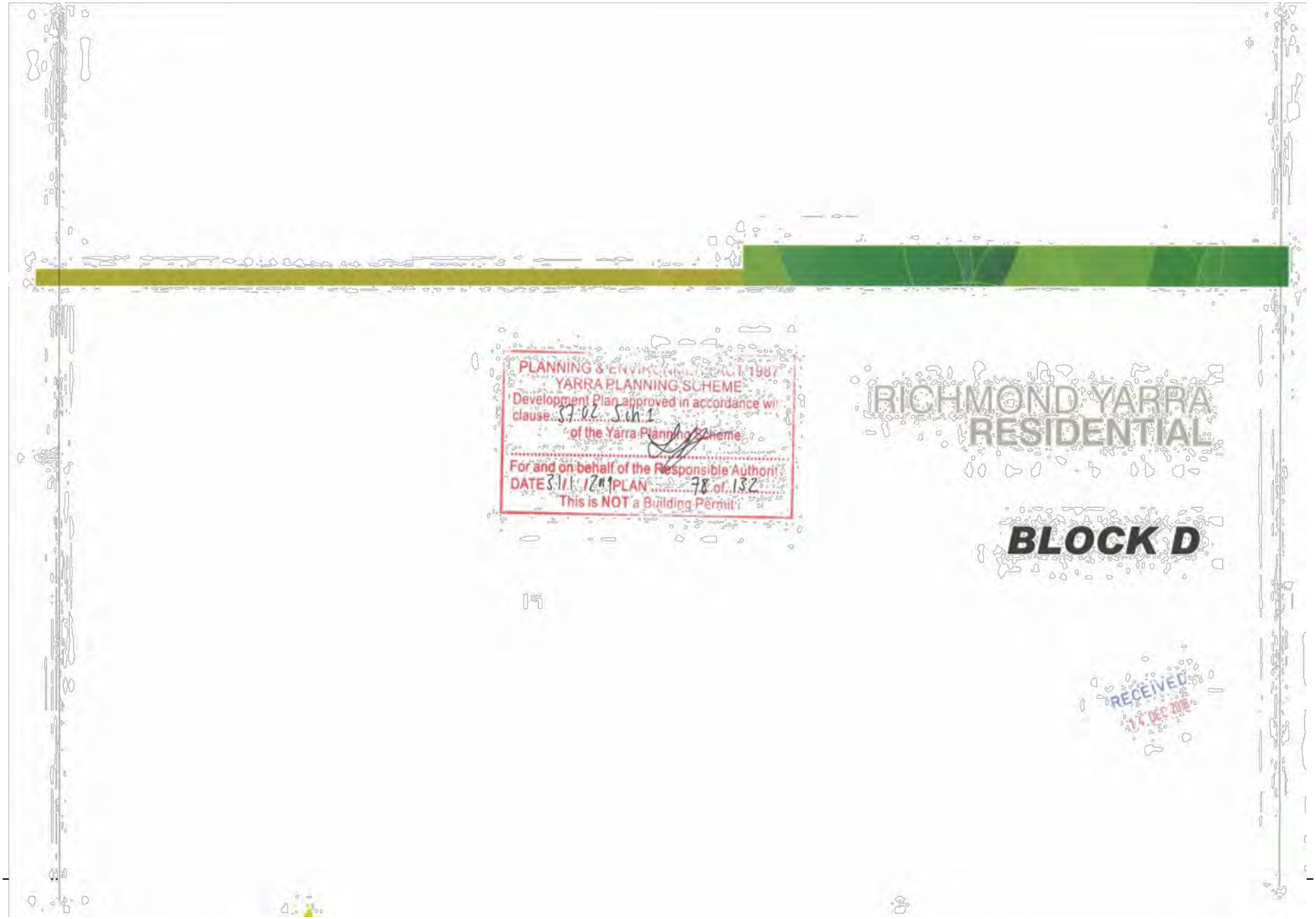
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DRAWING TITLE BLOCK C - PROMENADE VIEW
PAGE No 72
DRAWING No ATP820 (Rev Ma)
SCALE N.T.S
DATE Rev Ma- APR 2013

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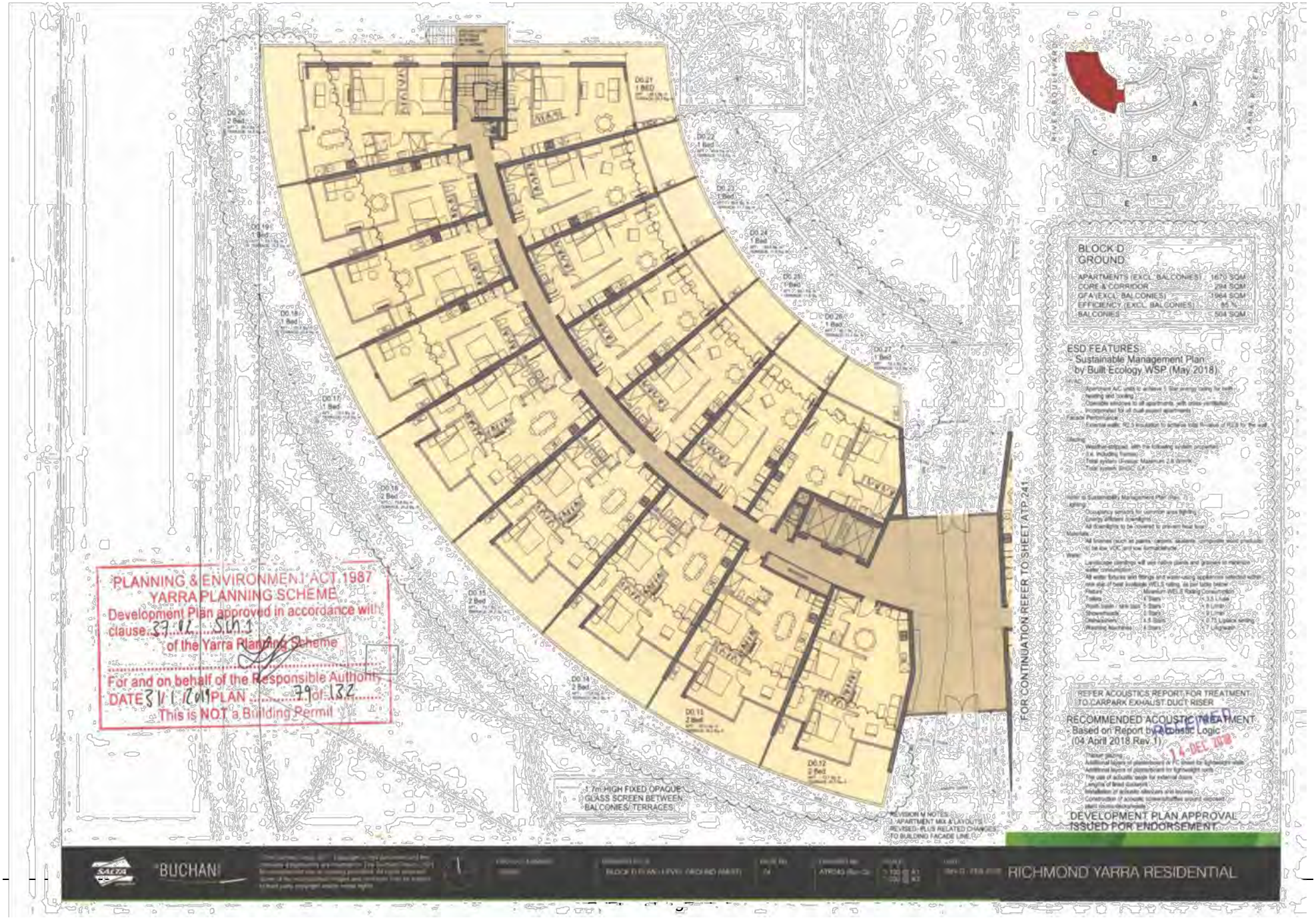
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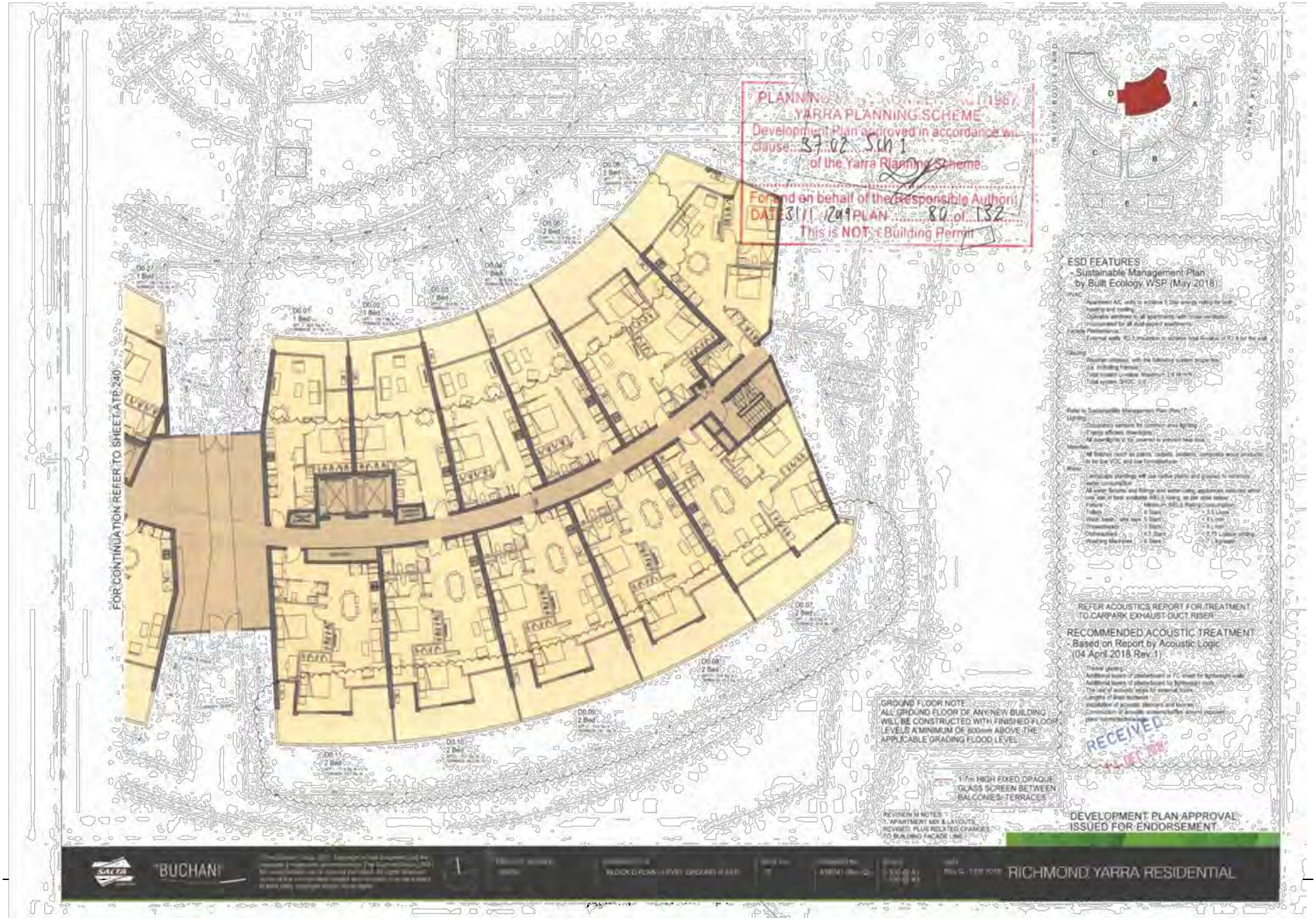
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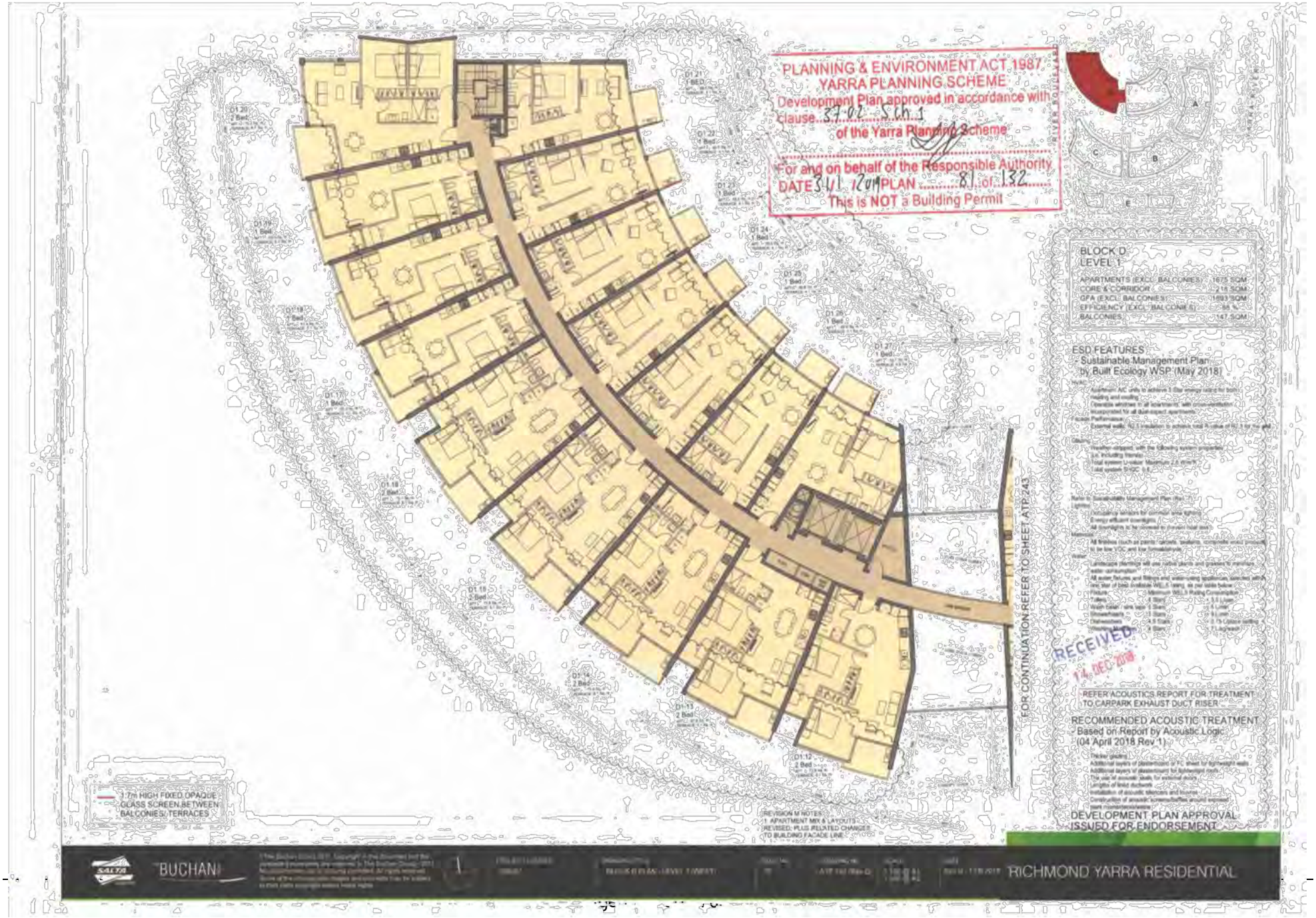
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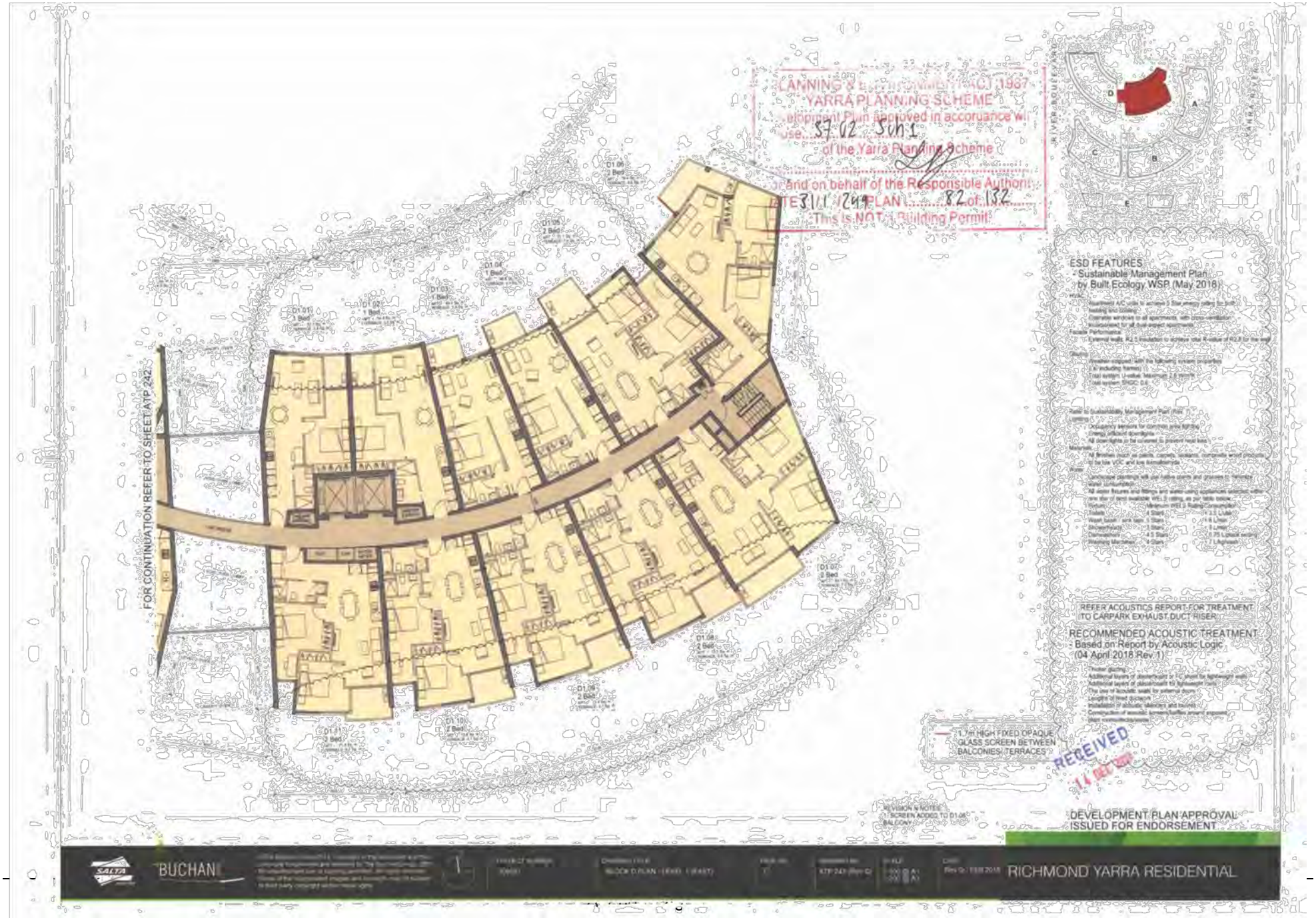
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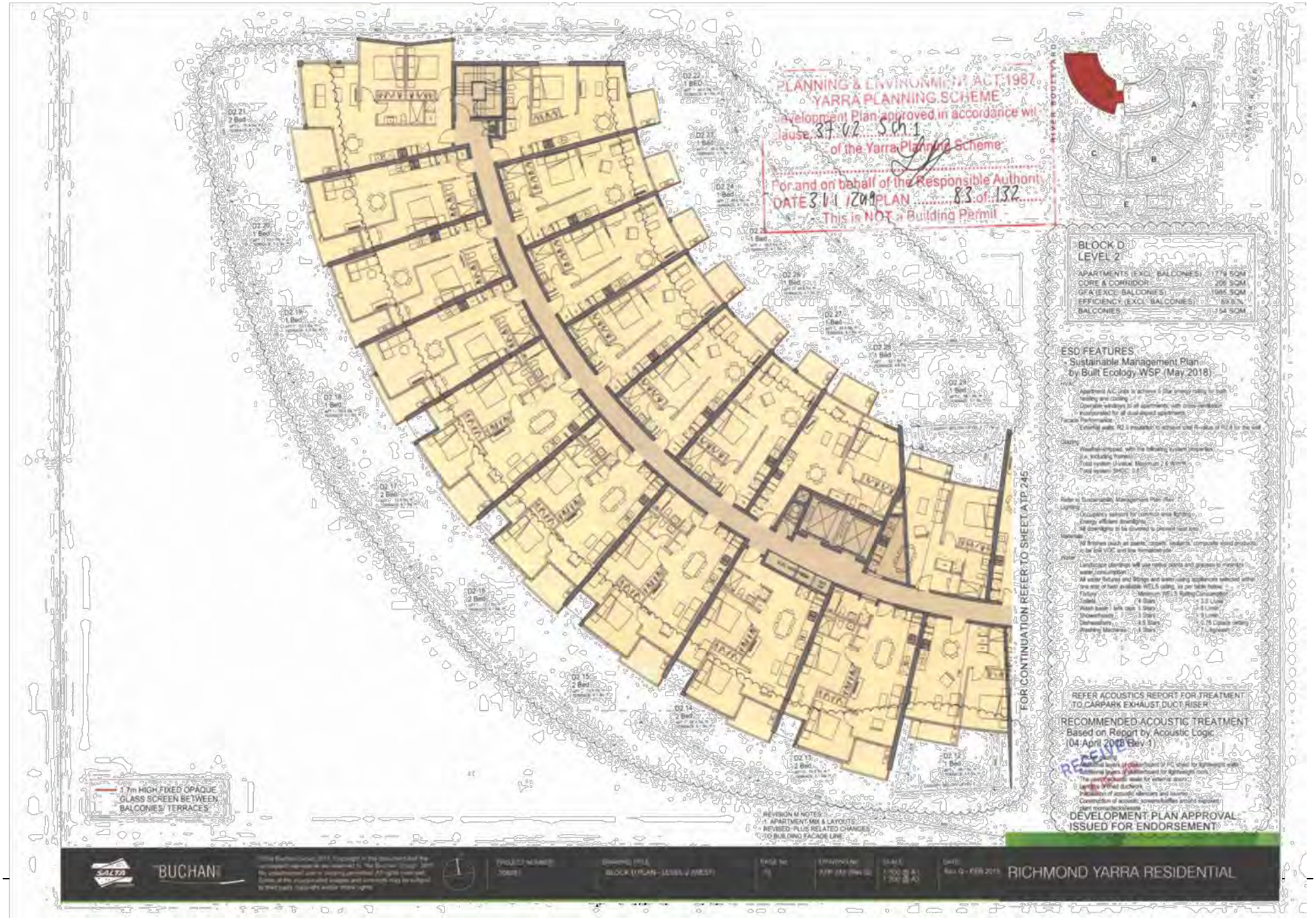
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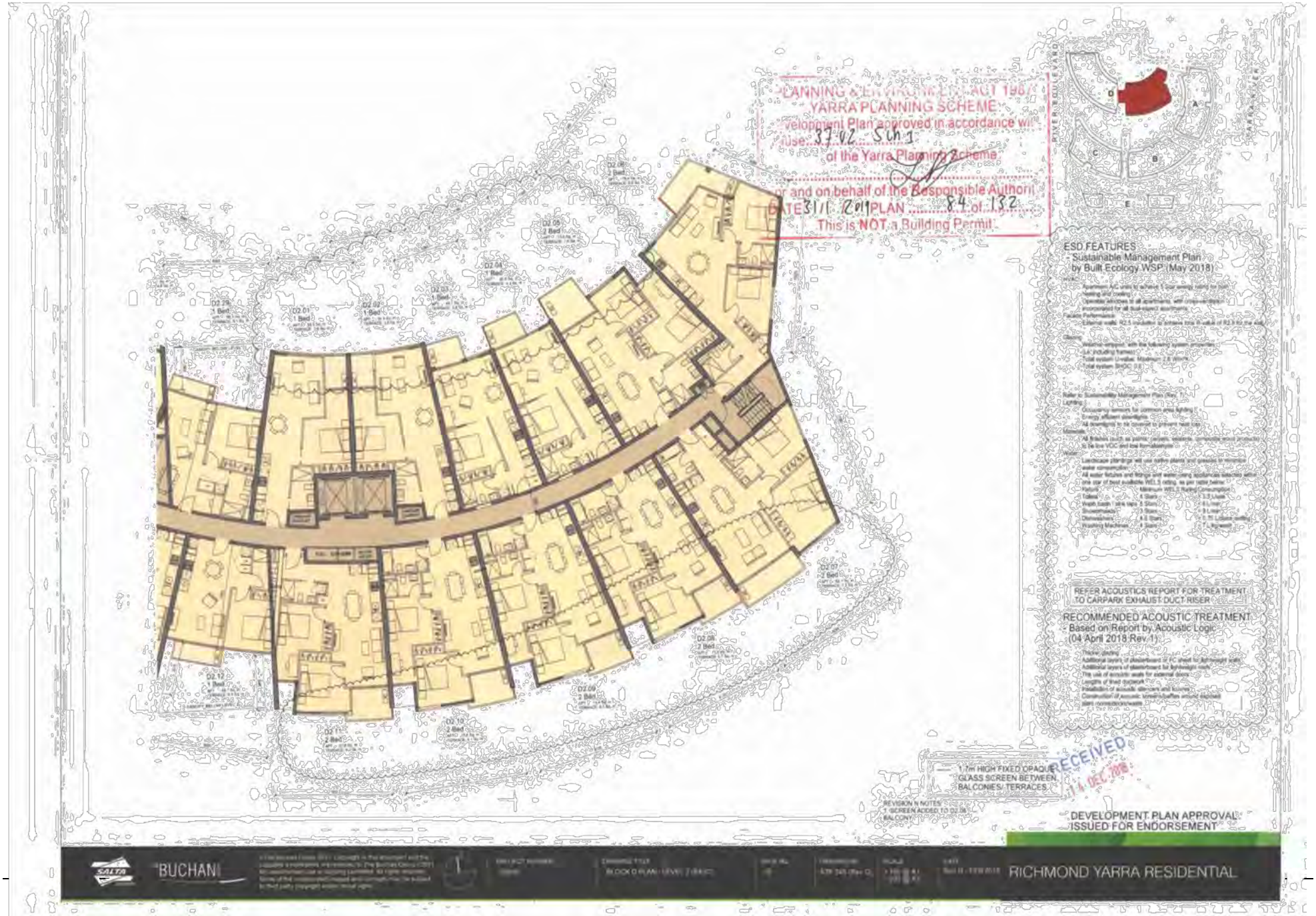
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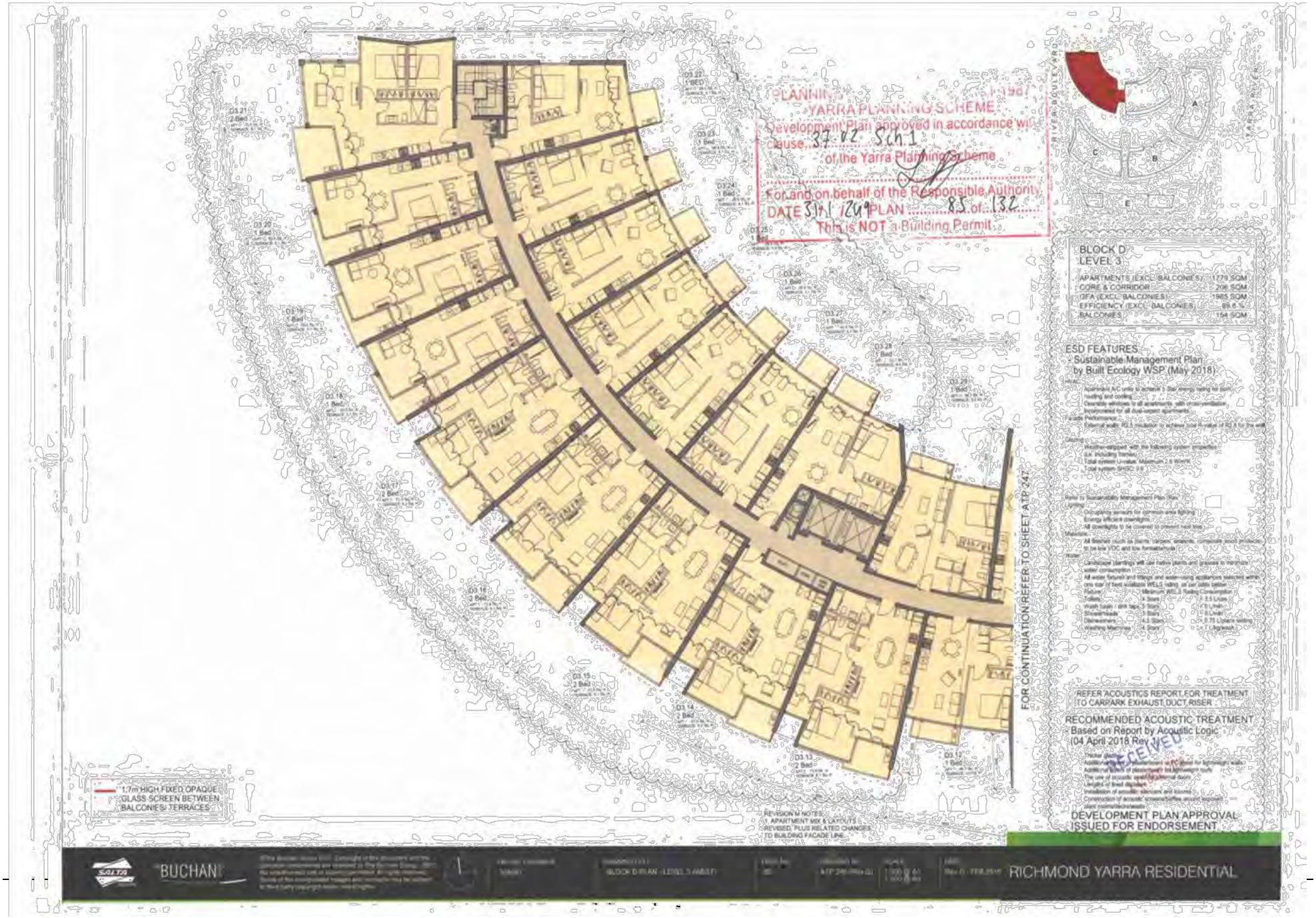
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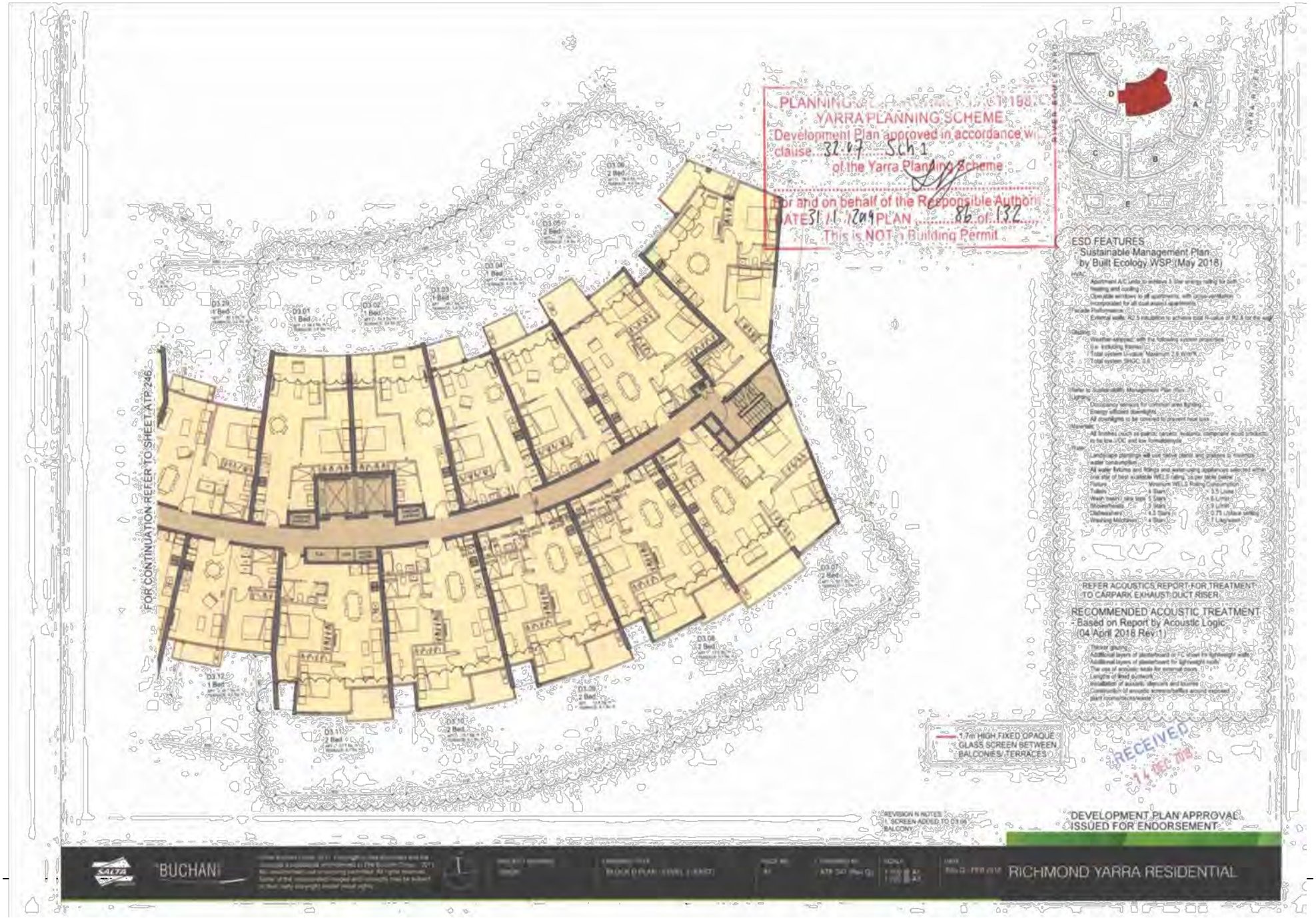
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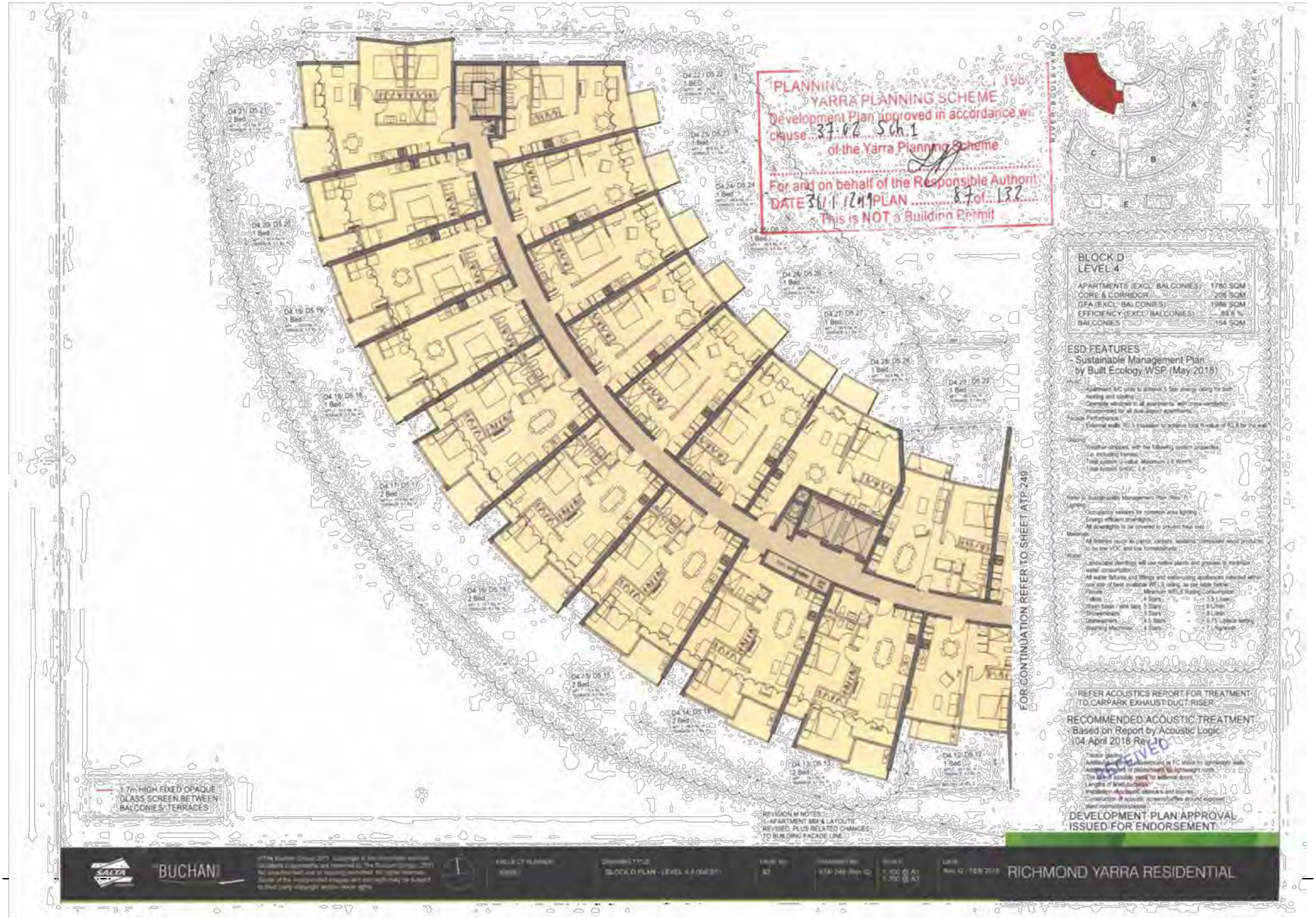
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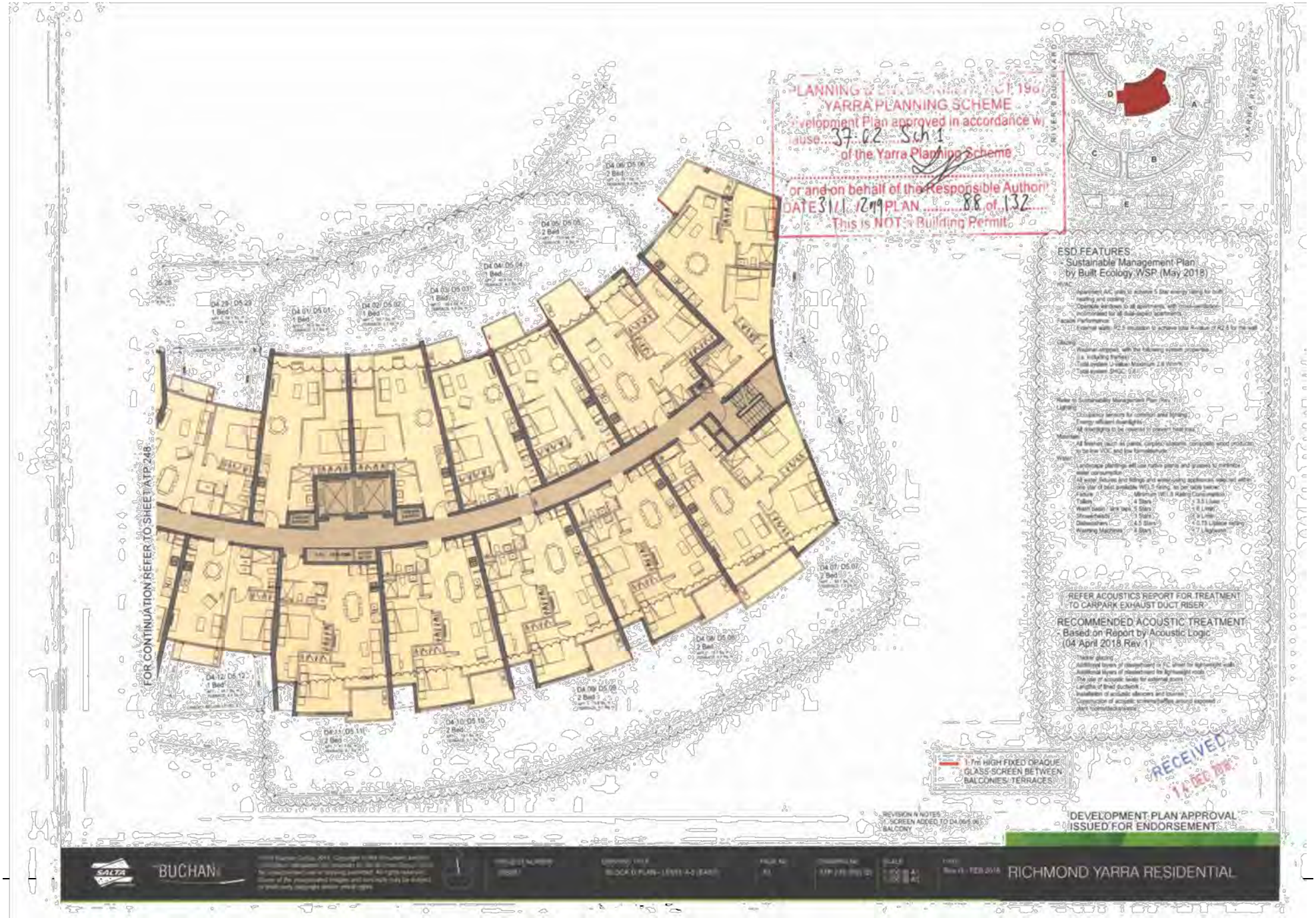
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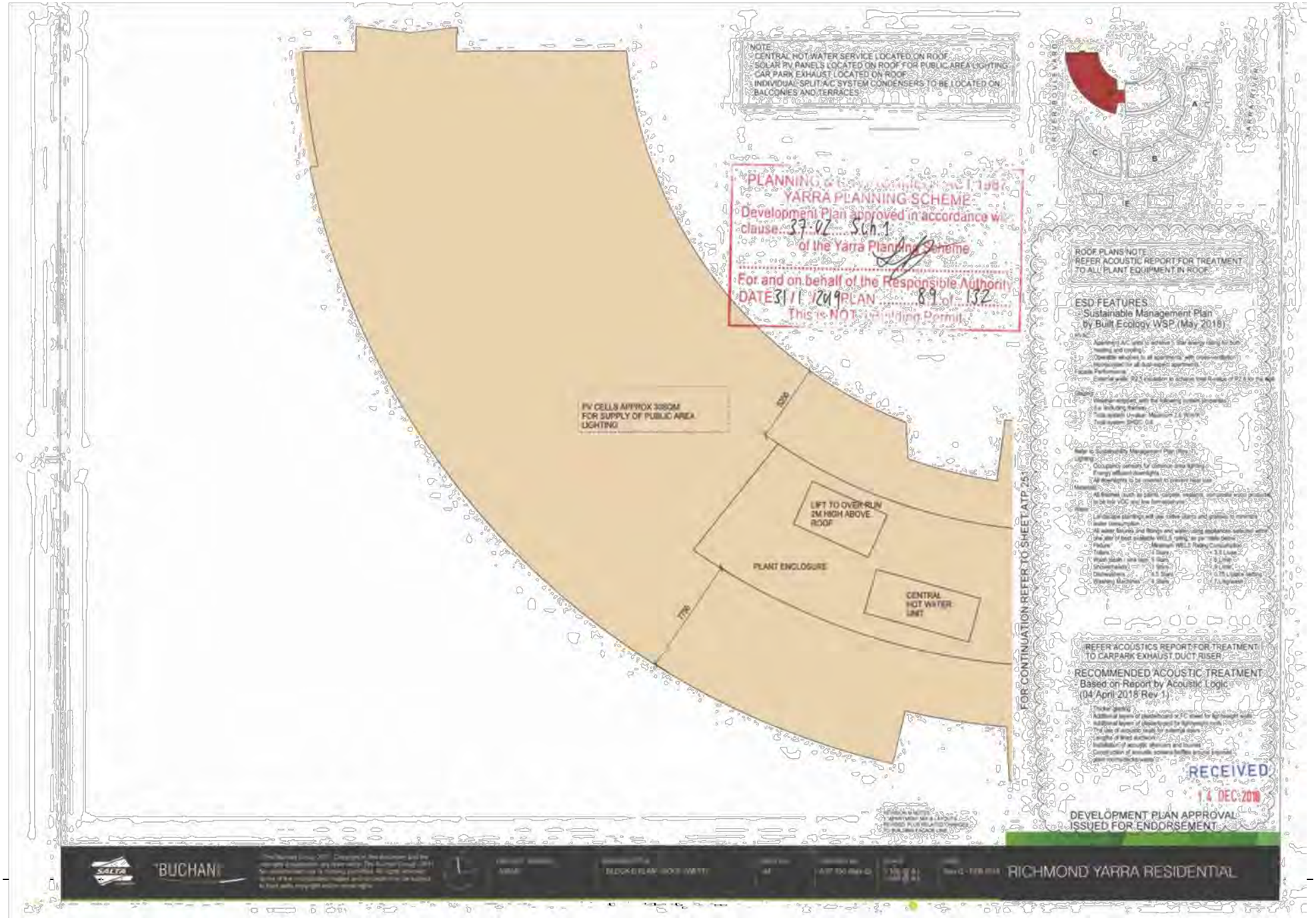
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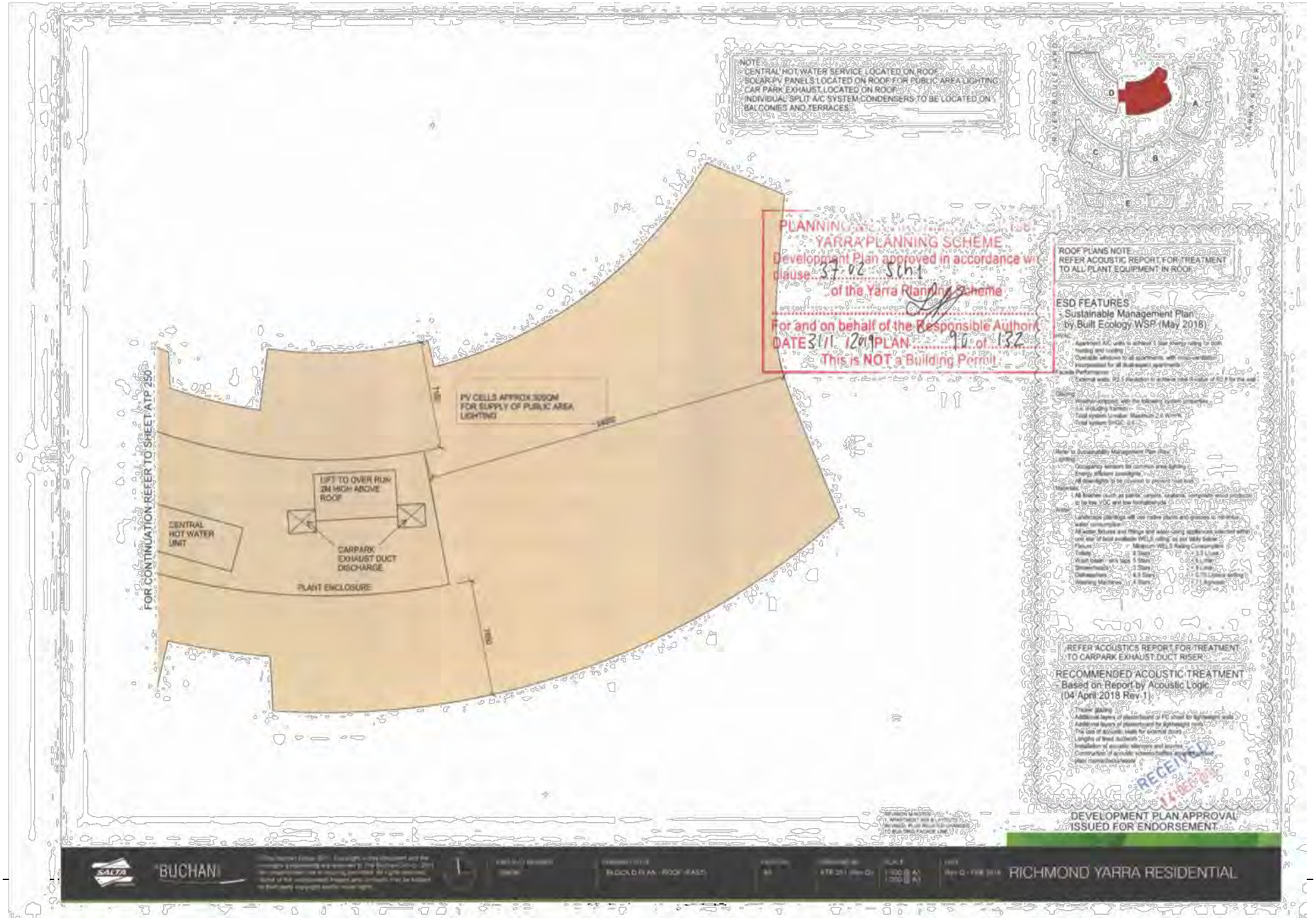
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Attachment 9 - PL10/0156 - Approved Development Plans



Attachment 9 - PL10/0156 - Approved Development Plans



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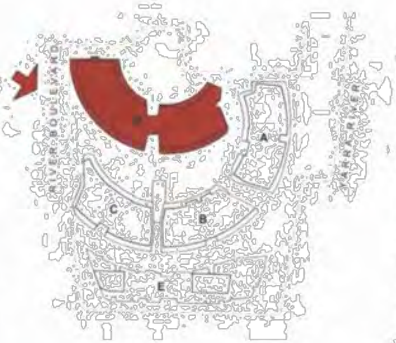


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BLOCK D RIVER BOULEVARD VIEW

LANDSCAPING SHOWN ARE INDICATIVE
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PROJECT NUMBER 908001

DRAWING TITLE BLOCK D - RIVER BOULEVARD VIEW

PAGE No. 31

DRAWING No. ATP013 (Rev Mar)

SCALE N.T.S

DATE Rev Ma - APR 2013

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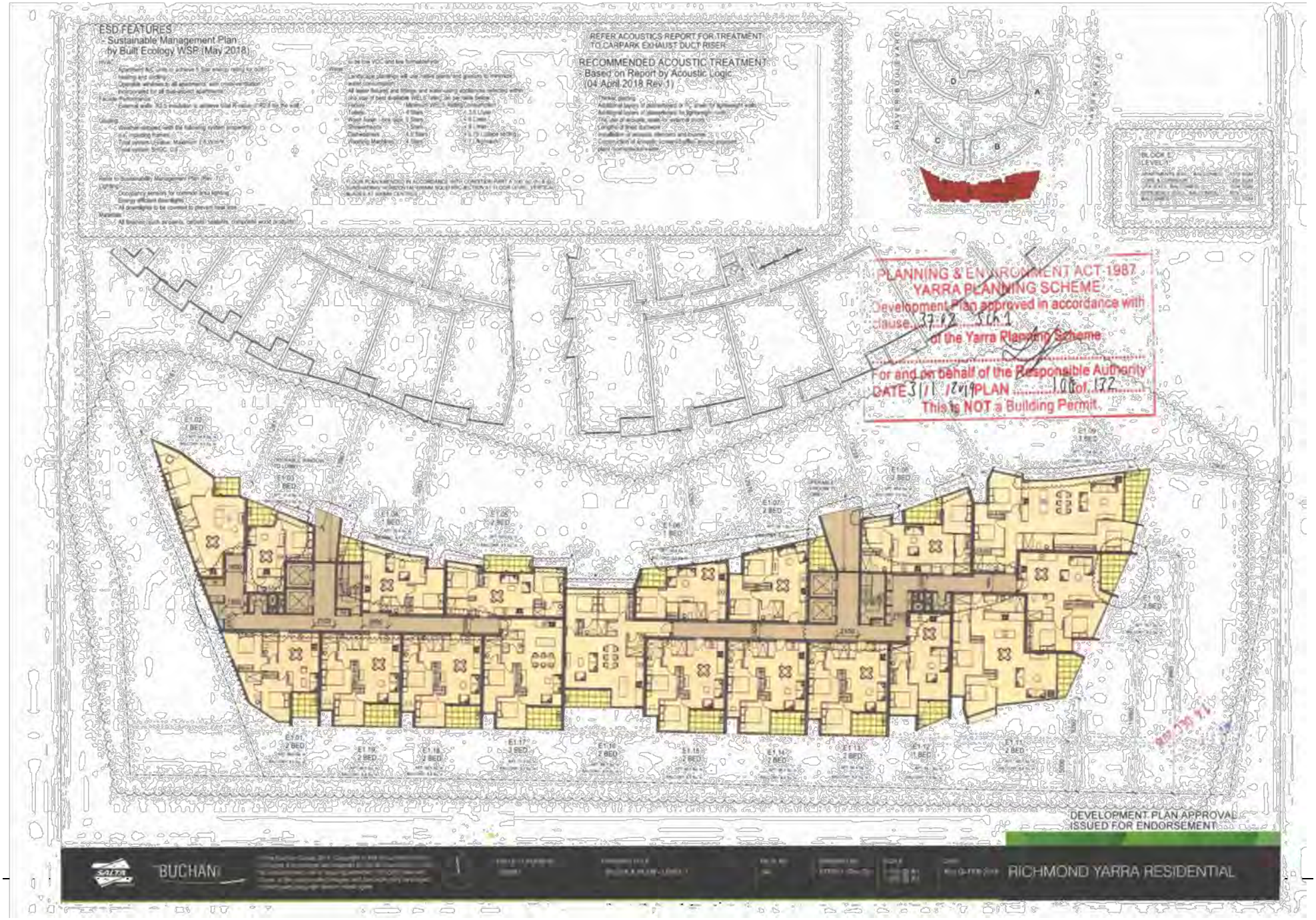


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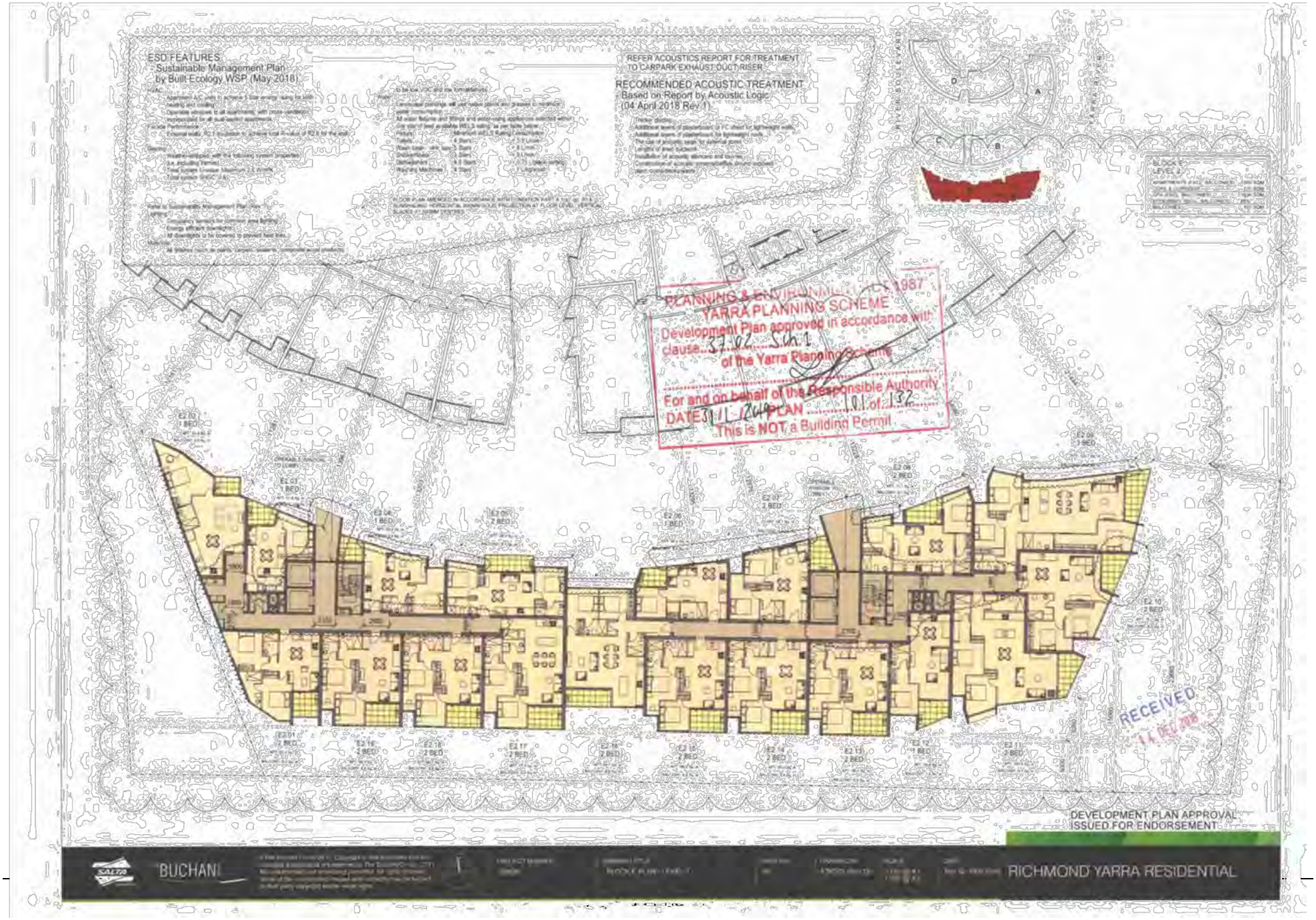
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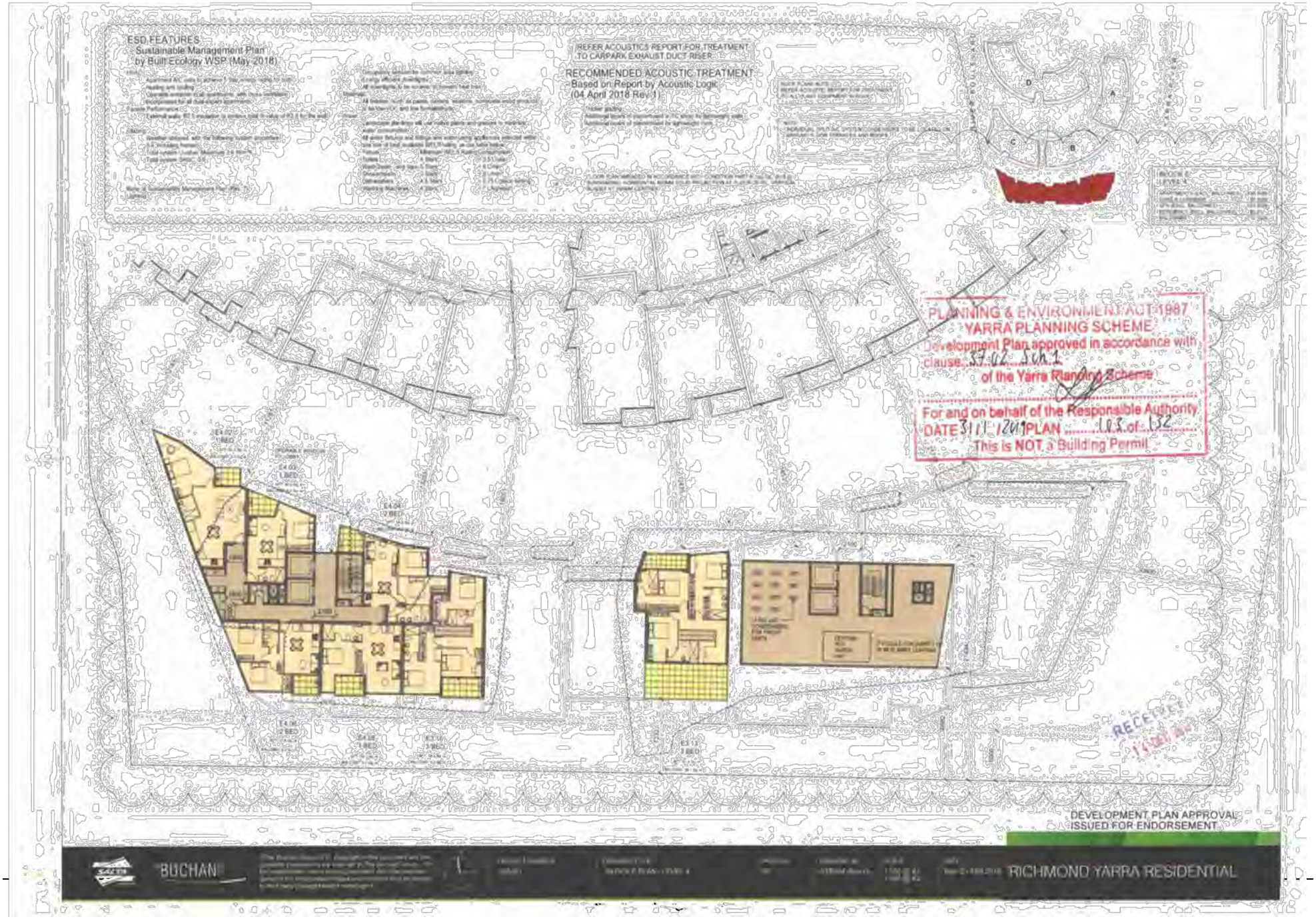
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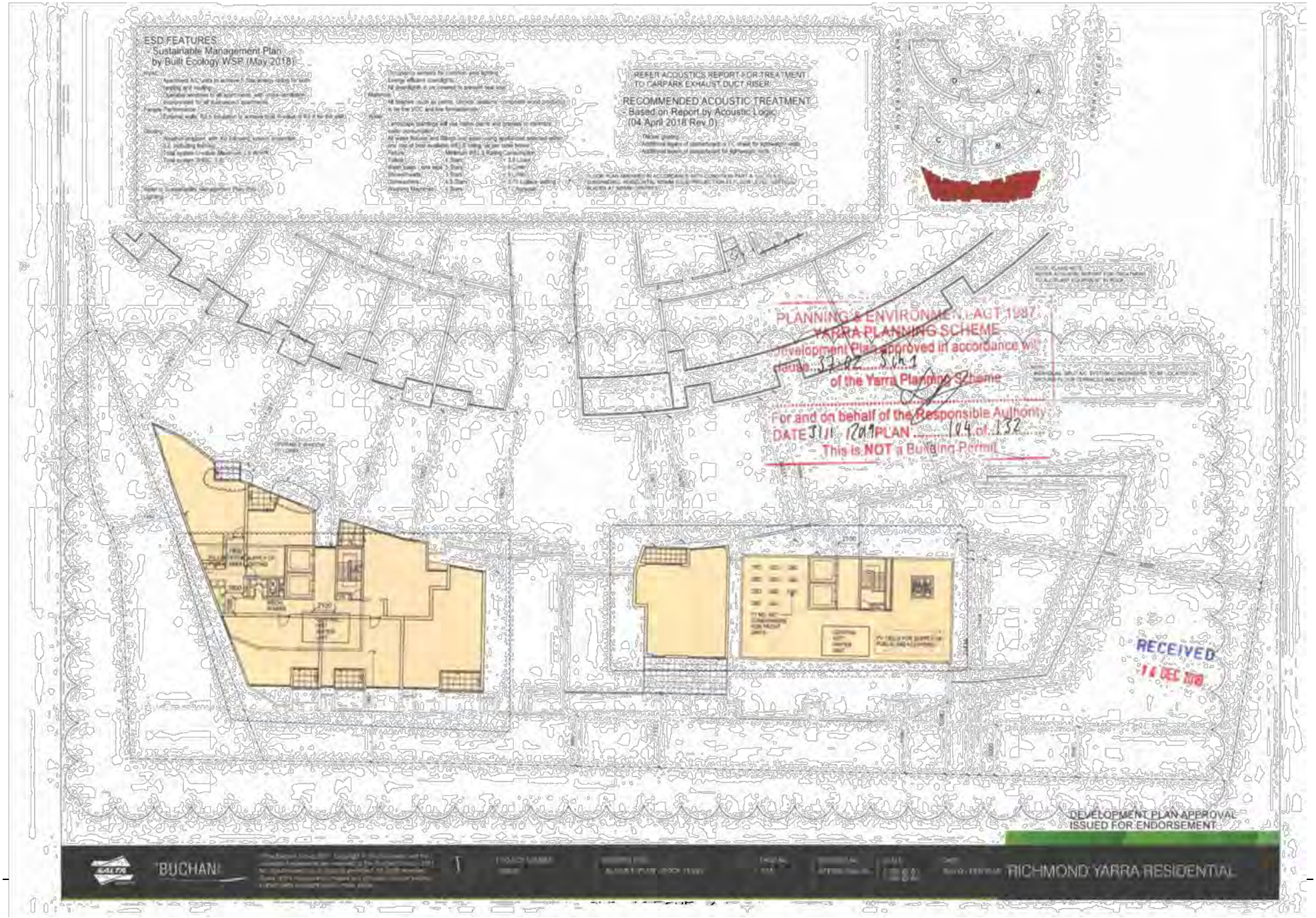
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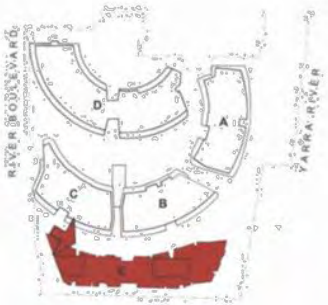


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BLOCK E PROMENADE VIEW

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PROJECT NUMBER	DRAWING TITLE	PAGE No.	DRAWING No.	SCALE	DATE
308087	BLOCK E - PROMENADE VIEW	101	ATP822 (Rev Q)	N.T.S	Rev Q- FEB 2018

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BLOCK E RIVER VIEW

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308087	BLOCK E - RIVER VIEW	T02	ATP824 (Rev Q)	N.T.S	Rev Q - FEB 2018

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OVERALL VIEW FROM NORTH

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OVERALL VIEW FROM SOUTH

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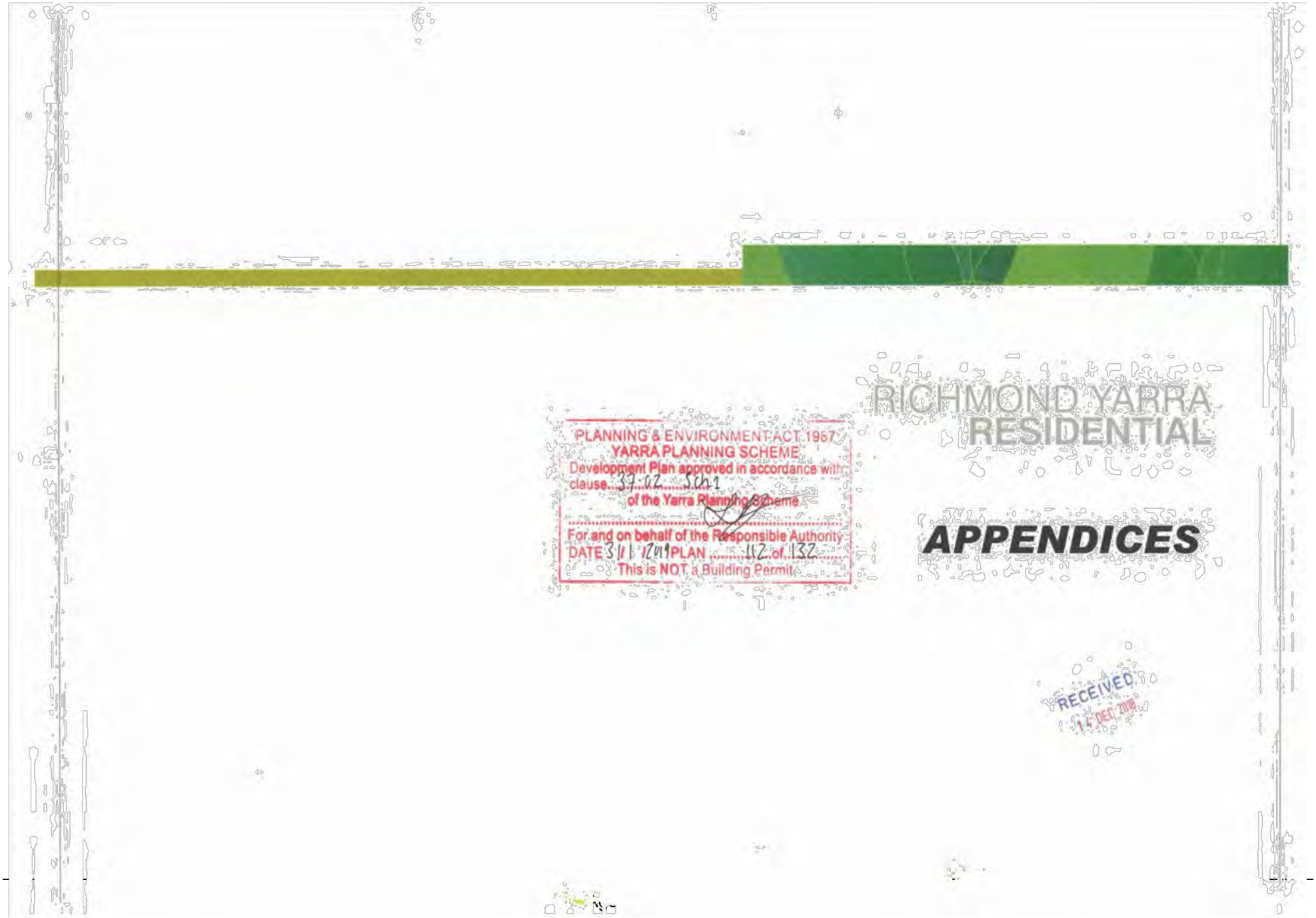
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ESD FEATURES
- Sustainable Management Plan by Built Ecology WSP (May 2018)

HVAC
- Apartment A/C units to achieve 5 Star energy rating for both heating and cooling
- Operable windows to all apartments, with cross ventilation incorporated for all dual aspect apartments

Facade Performance
- External walls: R2.5 insulation to achieve total R-value of R2.8 for the wall

Glazing
- Weather stripped, with the following system properties (i.e. including frames)
- Total system U-value: Maximum 2.6 W/m²K
- Total system SHGC: 0.6

Refer to Sustainability Management Plan (Rev. 7)

Lighting
- Occupancy sensors for common area lighting
- Energy efficient downlights
- All downlights to be covered to prevent heat loss

Materials
- All finishes (such as paints, carpets, sealants, composite wood products) to be low VOC and low formaldehyde

Water
- Landscape plantings will use native plants and grasses to minimize water consumption
- All water fixtures and fittings and water using appliances selected within one star of best available WELS rating, as per table below

Fixture	Minimum WELS Rating	Consumption
Toilets	4 Stars	< 3.5 L/use
Wash basin / sink taps	5 Stars	< 6 L/min
Showerheads	3 Stars	< 9 L/min
Dishwashers	4.5 Stars	< 0.75 L/place setting
Washing Machines	4 Stars	< 7 L/kg/wash

Transport
- Residents' bicycle parking provided, refer CGR Traffic Report
- Visitors' bicycle parking provided, refer CGR Traffic Report

Rainwater Harvesting
- Bio Filtration stormwater treatment with rainwater harvesting for irrigation use within site provided as allowed by city of Yarra infrastructure, refer details of treatment plant

Swimming Pool
- Natural ventilation to pool area
- Controlled filtration pump operation to minimise energy use
- Pool cover for use when pool is unoccupied

RECOMMENDED ACOUSTIC TREATMENT
- Based on Report by Acoustic Logic (04 April 2018 Rev 0) 1

Thicker glazing
Additional layers of plasterboard or FC sheet for lightweight walls
Additional layers of plasterboard for lightweight roofs
The use of acoustic seals for external doors
Lengths of lined ductwork
Installation of acoustic silencers and louvres
Construction of acoustic screens/baffles around exposed plant rooms/decks/waste

Pool Plant
- Acoustic louvers may be required to plant room ventilation louvers
- Pumps and filtration equipment shall be vibration isolated from the building structure
- Hours of operation of pump and filtration equipment should be limited to prescribed hours of operation as nominated under EPA requirements

The ground floor, where above underground carpark shall have R1.0 insulation

The Building use guide will be prepared and provided to all occupants

The apartments will achieve a minimum 5 star NatHERS rating (with a average of 5 across the development)

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ADDITIONAL DRAWINGS

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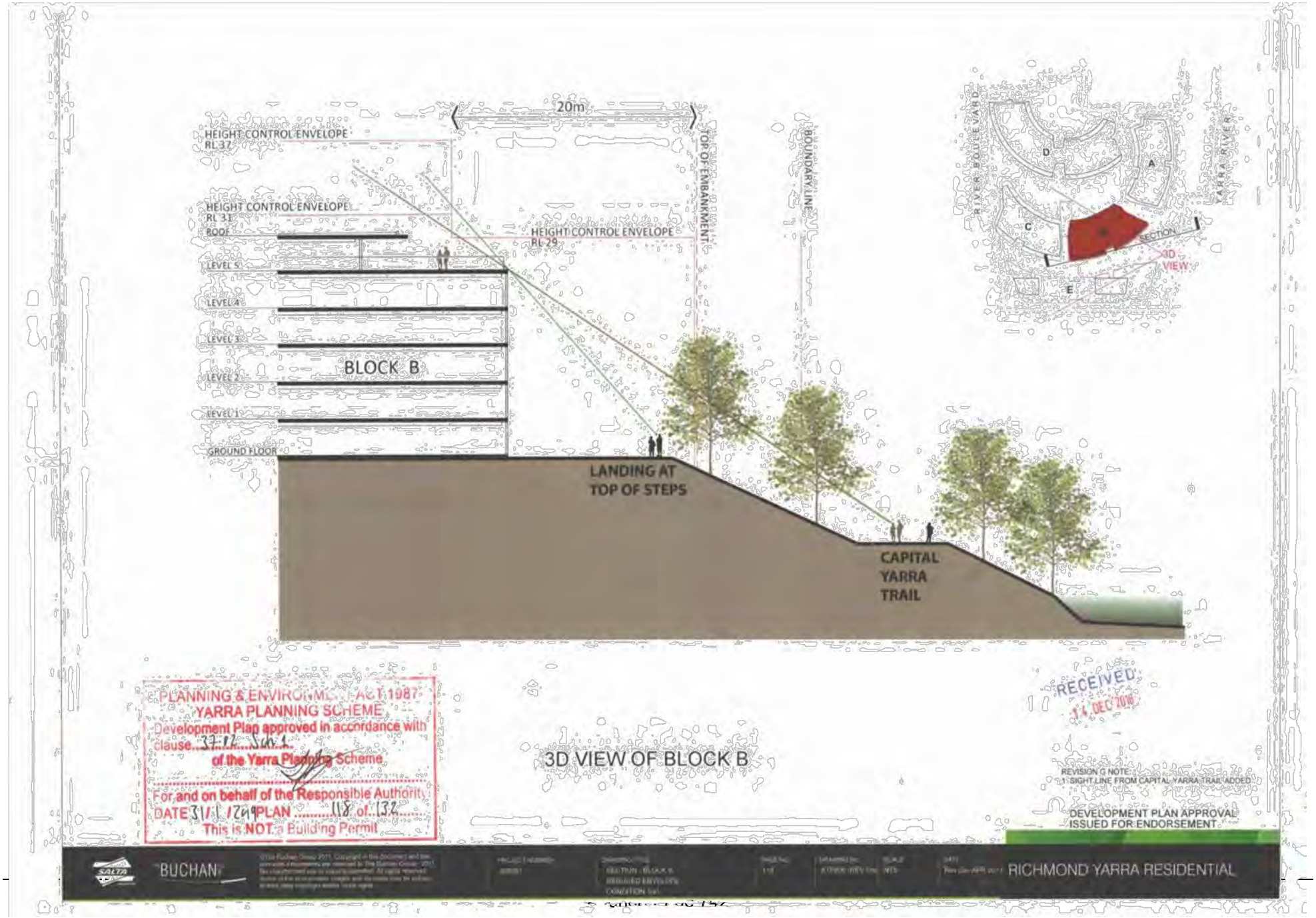
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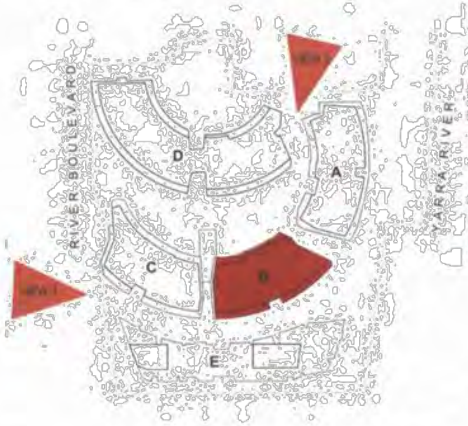
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VIEW 1 - Entry to Block D and Block A beyond viewed from near River Boulevard



VIEW 2 - Entry to Block A viewed from Christine Crescent



SITE PLAN

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BLOCKS A and D - ENTRY STUDIES.
PERMIT CONDITIONS 1 (f)

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NOTE: SIGNAGE AT ENTRIES INDICATIVE

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PROJECT NUMBER 308287
DRAWING TITLE BLOCKS A & D ENTRY STUDIES
PROJECT No. 120
DRAWING No. ATP907 (SEV Fa)
SCALE NTS
DATE Rev F a - 15.8.2018
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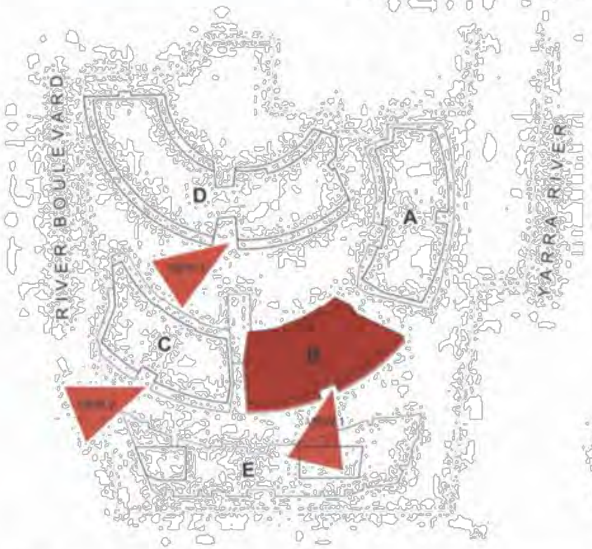
VIEW 1 BLOCK B



VIEW 2 BLOCK C



VIEW 3 BLOCK D



SITE PLAN

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PROJECT NUMBER 208287

DRAWING TITLE BLOCKS B, C & D ENTRY STUDIES

PAGE No. 121

DRAWING No. ATP508 (REV F)

SCALE NTS

DATE Rev F- APR 2013

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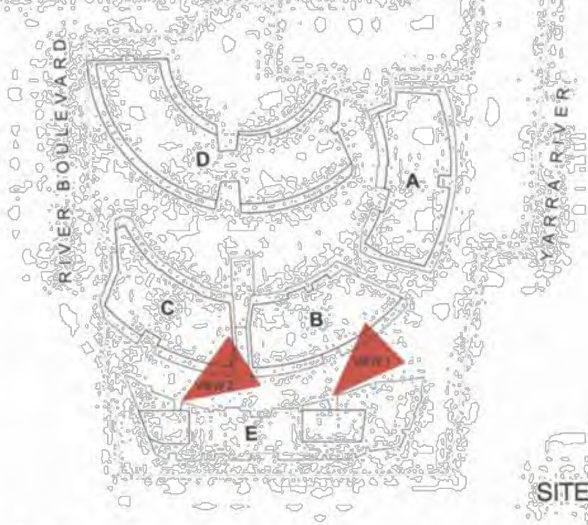
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VIEW 1 - View towards Block E East entry



VIEW 2 - View towards Block E West entry



SITE PLAN

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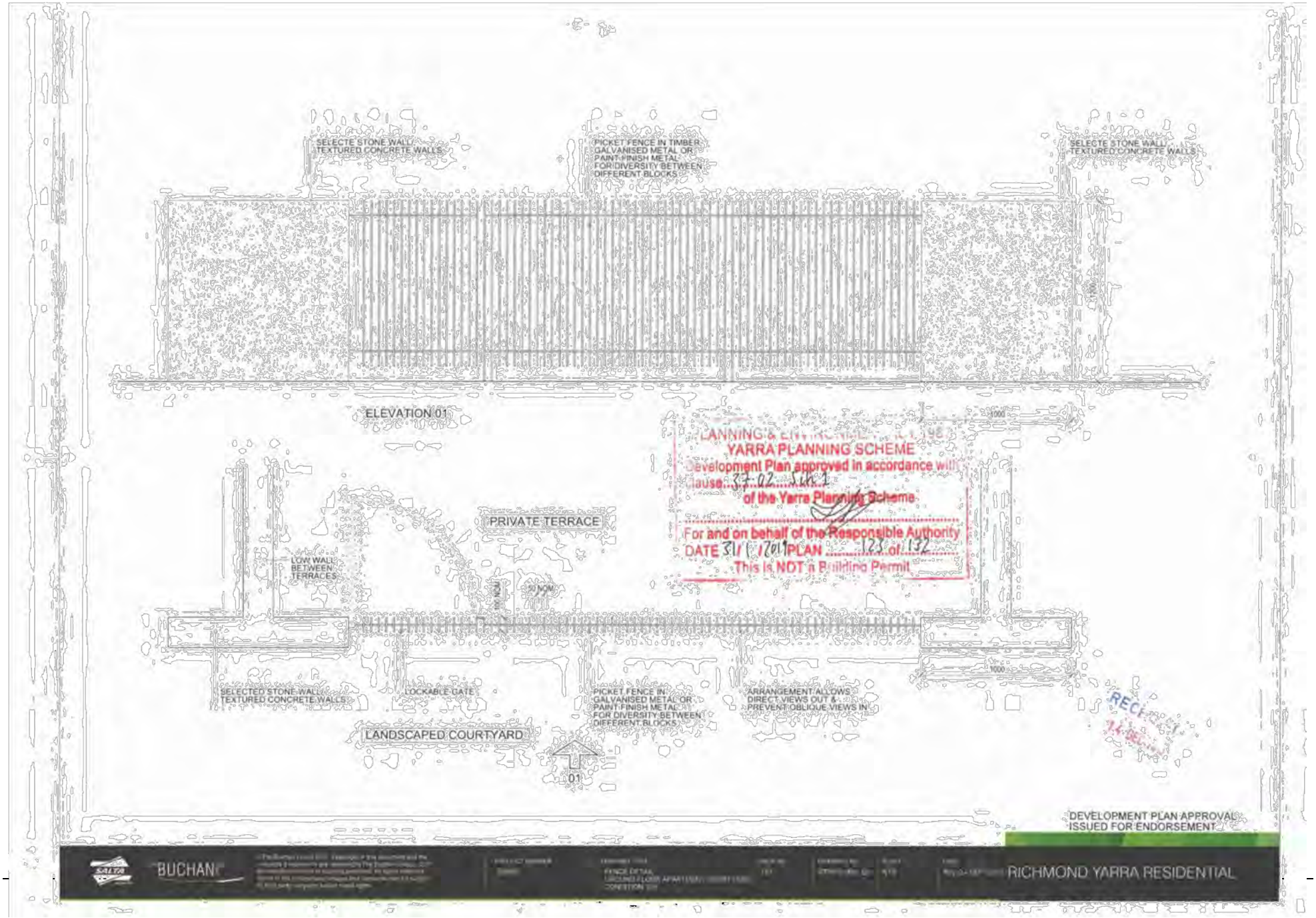
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PROJECT NUMBER 36007
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PAGE No 121A
DRAWING No ATP02A
SCALE NTS
DATE OCT 2012
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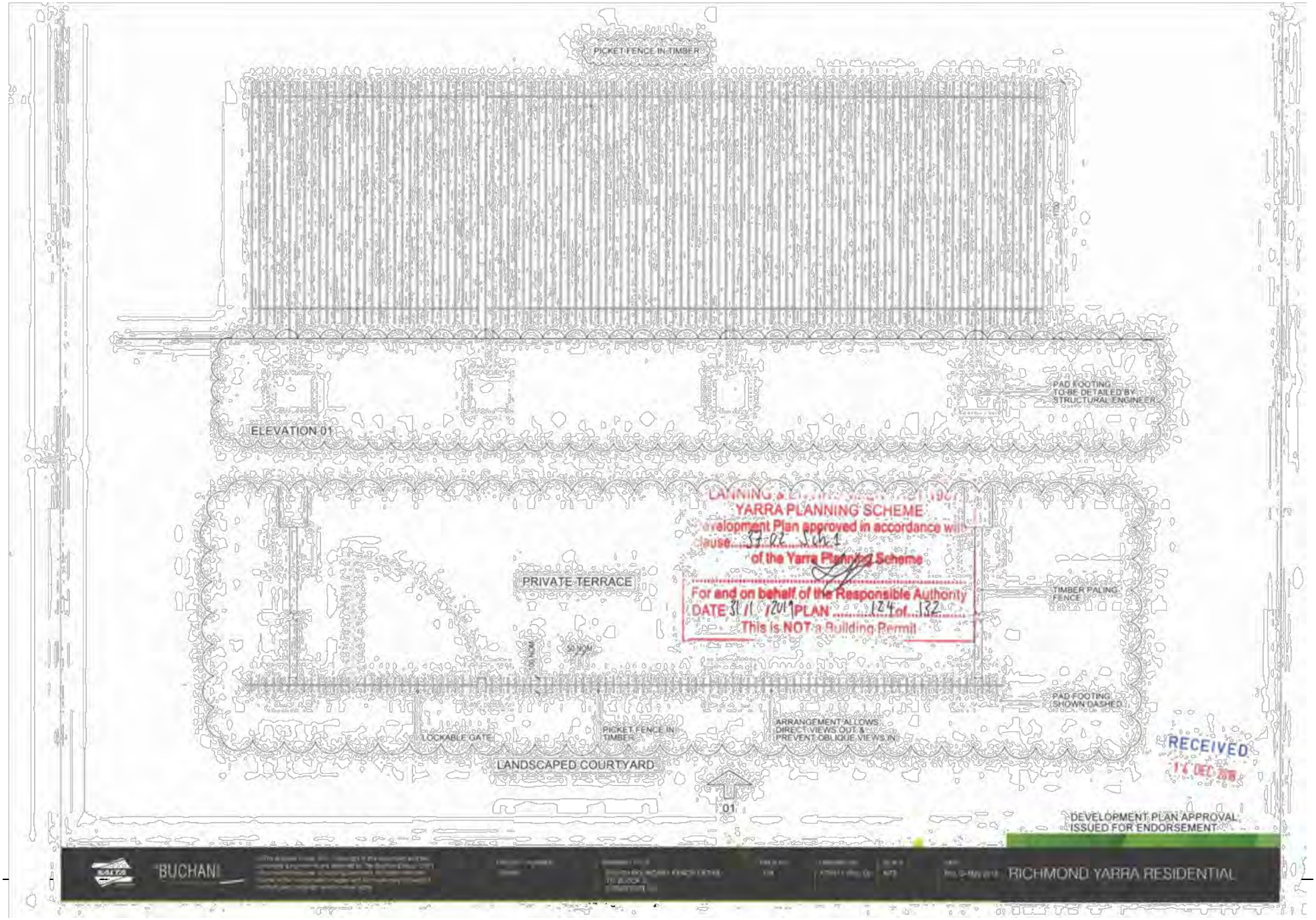
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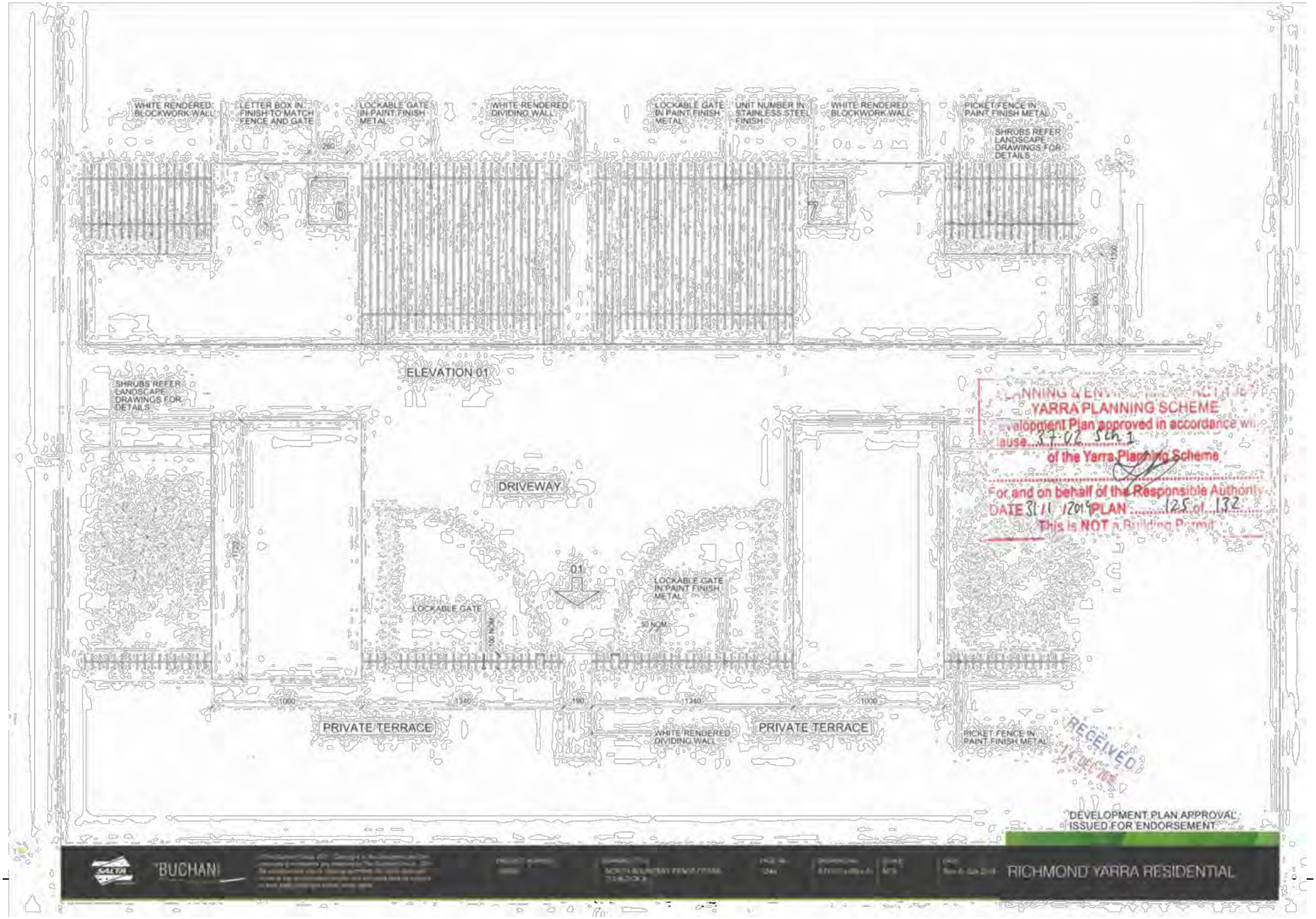
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Attachment 9 - PL10/0156 - Approved Development Plans



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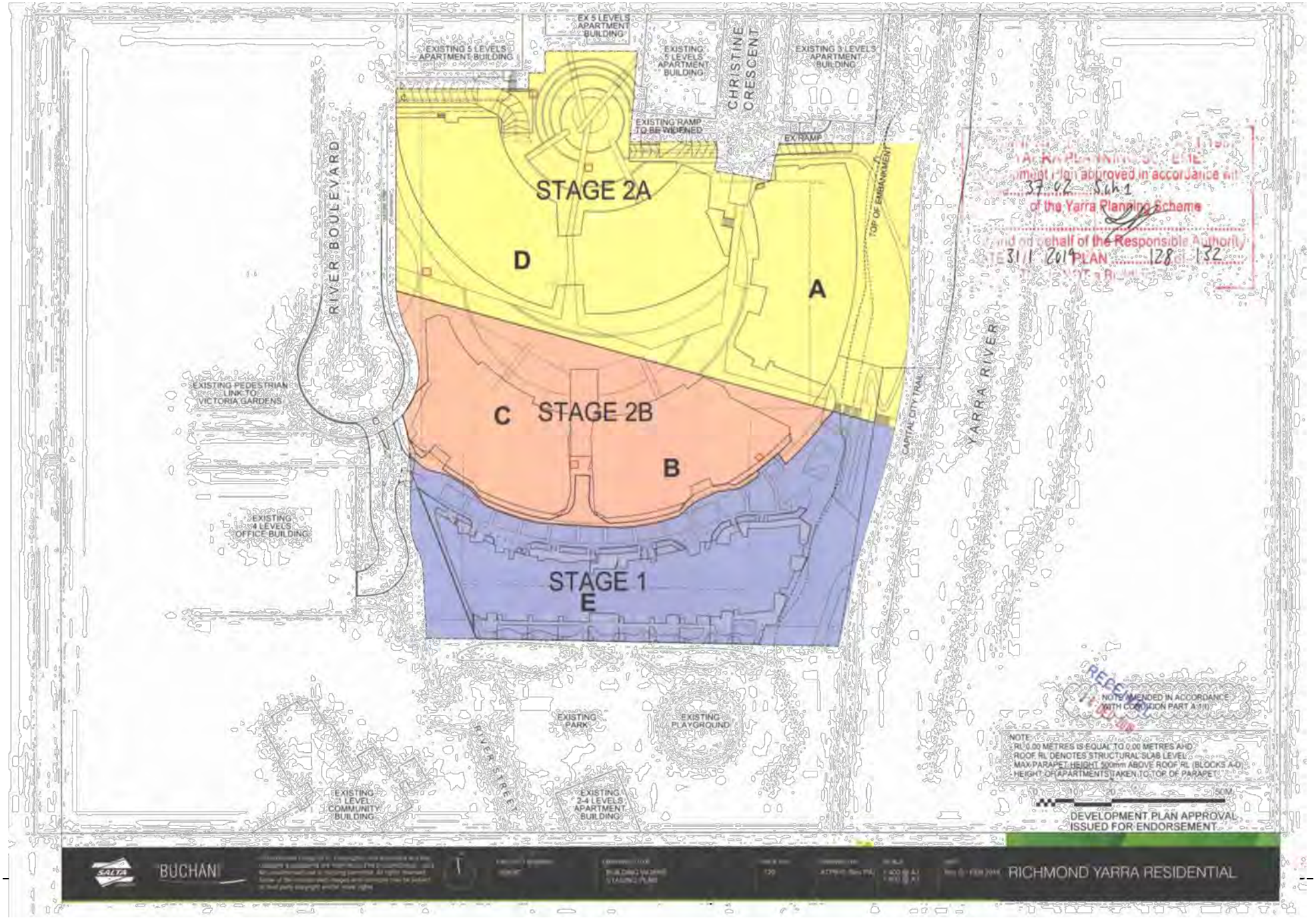
Attachment 9 - PL10/0156 - Approved Development Plans



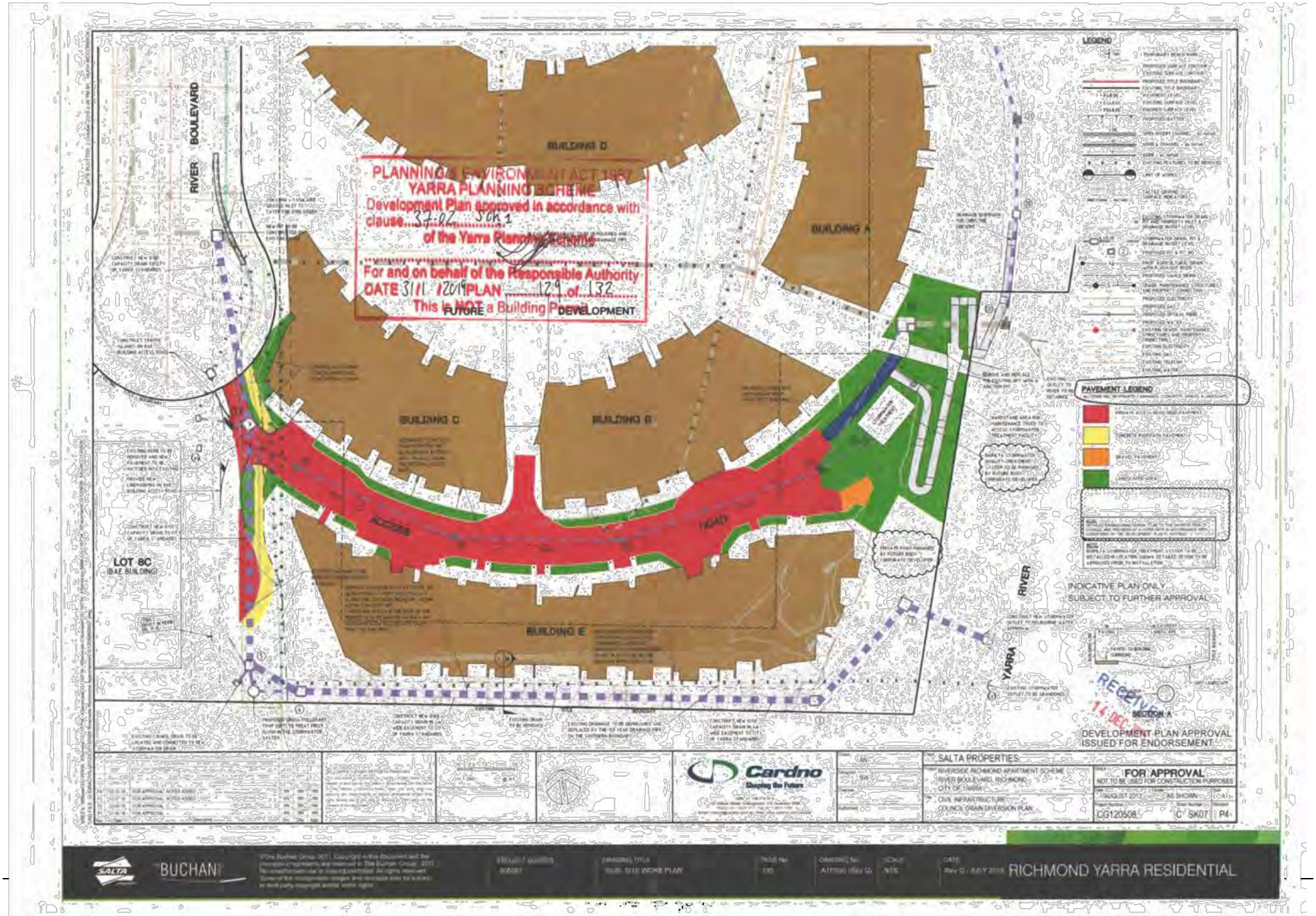
Attachment 9 - PL10/0156 - Approved Development Plans



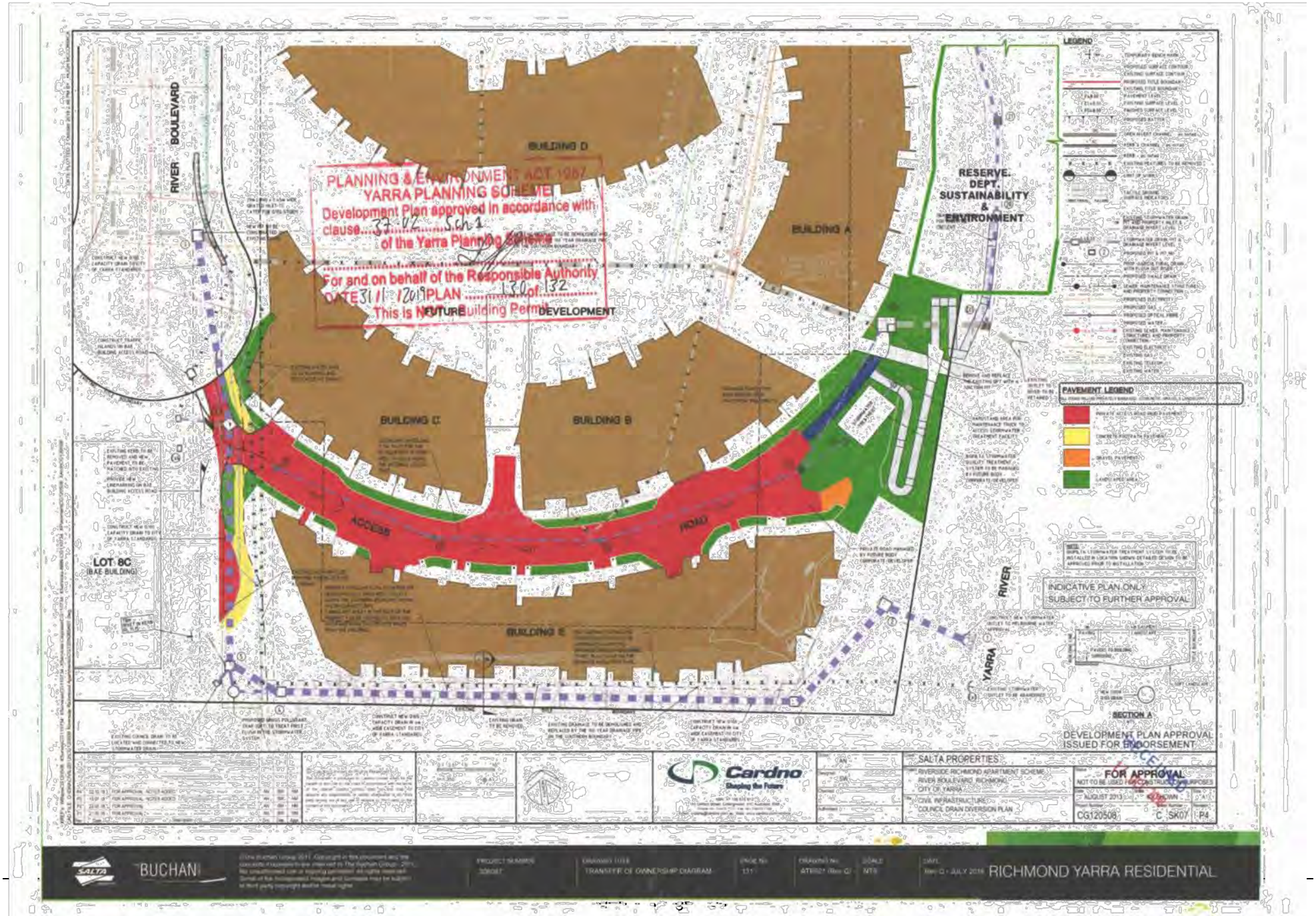
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Attachment 10 - Approved (PL10/0156) v Proposed Development Plans (PLN21/0836) Comparison Plan



6.3 PLN21/0316 - 398 - 400 Johnston Street Abbotsford

Report Summary

Purpose

1. This report provides Council with an assessment of planning application PLN21/0316 which relates to land at No. 398 – 400 Johnston Street, in Abbotsford. The report recommends approval subject to conditions.

Key Planning Considerations

2. Key planning considerations include:
   (a) clause 15.01 – Built Environment;
   (b) clause 22.10 – Built Form and Design Policy; and
   (c) clause 43.02 – Design and Development Overlay (Schedule 15) (referred to throughout this report as 'DDO15');
   (d) clause 52.06 – Car Parking
   (e) clause 58 – Apartment Developments

Key Issues

3. The key issues for Council in considering the proposal relate to:
   (a) Built Form
   (b) On-Site Amenity (including Clause 58)
   (c) Off-Site Amenity

Submissions Received

4. Fifteen objections were received to the application, these can be summarised as:
   (a) Concerns regarding the proposed design, including building height, massing and architectural quality as well as non-compliance with DDO15;
   (b) Off-site amenity impacts (including overlooking, overshadowing, loss of daylight and visual bulk);
   (c) Off-site amenity impacts associated with the location of a food and drinks premises facing Little Turner Street, proximate to dwellings;
   (d) Concerns about traffic impacts to the surrounding road network including increased traffic levels on Little Turner Street (and associated implications for pedestrian safety on Little Turner Street);
   (e) Concerns about waste vehicles using Little Turner Street;
   (f) Concerns about the proposed car parking reduction and associated impacts to on-street car parking availability;
   (g) Concerns about the use of a car stacker system;
   (h) Concerns that the proposed on-site car parking provision is too high, failing to reduce reliance on private motor vehicles;
   (i) Lack of secure, lockable compound provided for the bicycle spaces;
   (j) Lack of electric vehicle charging facilities;
   (k) Poor internal amenity, including insufficient bedroom size, and extent of ventilation;
   (l) Lack of dwelling diversity;
   (m) Impacts to the neighbourhood character of the surrounding area;
   (n) Impacts on infrastructure (including transport infrastructure);
   (o) Amenity impacts associated with the construction of the development, including noise impacts, traffic and damage to property and vehicles in the area;
   (p) Identification of a typographical error in the application's Green Travel Plan.

Conclusion

5. 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 recommendations:

   (a) Reduction in the scale of the level 08 balconies and the roof services in accordance with the sketch plans received by Council on 07 February 2023;
   (b) Provision of additional articulation to the Johnston Street podium through the application of brick snap cladding to the central section of the podium façade in accordance with the sketch plans received by Council on 07 February 2023;

CONTACT OFFICER: **Chris Stathis**
TITLE: **Senior Statutory Planner**
TEL: **9205 5352**

6.3 PLN21/0316 - 398 - 400 Johnston Street Abbotsford

Reference	D23/15130
Author	Chris Stathis - Senior Statutory Planner
Authoriser	Senior Coordinator Statutory Planning

Ward:	Langridge
Proposal:	The construction of a nine-storey building for office (medical centre), food and drink premises, shop and dwellings (permit required for the dwellings land use only), buildings and works within the Transport Zone 2, alteration of access to a road in Transport Zone 2 and a reduction in the car parking requirements.
Existing use:	Both sites are currently vacant, however No. 398 Johnston Street was most recently used as an office and No. 400 Johnston Street was most recently used as a car wash and car detailing business.
Applicant:	DCF 398 Johnston St Developing Entity Pty Ltd
Zoning / Overlays:	Commercial 1 Zone (C1Z) Design and Development Overlay – Schedule 15 (DDO15) Development Contributions Plan – Schedule 1 (DCPO1) Transport Zone 2 (land within Johnston Street, south of the subject site)
Date of Application:	17 May 2021 (Application lodgement) 17 December 2021 (first section 57A amendment) 08 July 2022 (second section 57A amendment)
Application Number:	PLN21/0316

Planning History

1. Planning Permit PL09/0487 was issued on 09 November 2009 for *buildings and works and the construction and display of internally-illuminated and non-illuminated business identification signage.* Google Street View photography indicates that the signage approved by Planning Permit PL09/0487 was removed either in 2015 or 2016.

Background

2. The following matters are relevant background information:

Lodgement of S57A plans

3. The application was amended pursuant to Section 57A of the *Planning and Environment Act 1987* on two separate occasions, the first on 17 December 2021 and the second on 08 July 2022.

4. The plans associated with the first section 57A primarily made changes in response to referral comments. These plans were not re-advertised. The first section 57A amendment will not be discussed further within this report as it was superseded by the second 57A amendment.

5. With respect to the second section 57A amendment, the key changes (as compared to the originally advertised plans) included:
   (a) Deletion of basement level 02 and a reduction in the number of:
      (i) on-site car spaces from 66 down to 40;
      (ii) storage cages from 58 down to 6;
      (iii) employee / resident bicycle spaces from 62 down to 52.

(b) Revised massing typology across the northern elevation including increased northern setbacks at levels 06 and 08;
(c) South-facing apartments at level 08 provided with an increased setback from Johnston Street;
(d) Revised configuration of apartments including a reduction in the number of east and west-facing balconies;
(e) A reduction in the number of apartments from 48 down to 46;
(f) Revised apartment mix changing from 24 one-bedroom apartments, 14 two-bedroom apartments and 10 three-bedroom apartments; to 20 one-bedroom apartments, 14 two-bedroom apartments and 12 three-bedroom apartments.
(g) Revised materiality and architectural form including:
    (i) an increase in the use of red brick across the north-facing facades;
    (ii) an increase in the use of grey concrete across the Johnston Street podium;
    (iii) deletion of the thick concrete forms across ground floor and level 01 of the Johnston Street podium;
    (iv) revised design of fenestration across the development;
(h) Consultant reports updated in response to comments from internal Council units and to assess the revised design.

6. The amended application (i.e. that associated with the second section 57A amendment) was re-advertised pursuant to Section 57B of the *Planning & Environment Act 1987.*



Figure 1: 3D images of the development viewed from Johnston Street for the original plans (left) and amended plans (right). (Applicant submission, September 2021 and July 2022)



Figure 2: 3D images of the east elevation of the development for the original plans (left) and amended plans (right). (Applicant submission, September 2021 and July 2022)

Sketch Plans

7. On 07 February 2023, the permit applicant submitted sketch plans which show the following changes:

(a) Level 08 balconies reduced in size (including inter-tenancy screening and balustrades) to comply with the 45 degree setback line of the DDO15;
(b) Raking of the front section of the services screening to comply with the 45 degree setback line of the DDO15;
(c) Provision of additional articulation to the Johnston Street podium through the application of brick snap cladding to the central section of the podium façade;
(d) Provision of an additional gate to the northern edge of the resident terrace;

8. These sketch plan changes will be discussed throughout this report where relevant.

Omission from Drawings

9. The decision plans fail to clarify the proposed land uses for the ground floor commercial tenancies. The submitted Waste Management Plan however, outlines the following land uses at ground floor:
(a) Food and Drink Premises – 119sqm (i.e. the westernmost tenancy facing Johnston Street);
(b) Shop – total of 252sqm (i.e. the remaining three tenancies at ground floor)

10. A condition will require the ground floor tenancies to be labelled accordingly. This report is based on the above land use proposal.

Planning Scheme Amendment VC205 – Transport Zone

11. On 20 January 2022, the Minister for Planning gazetted Amendment VC205 into the Scheme, which (inter alia) replaced the Road Zone with the Transport Zone. As it relates to Johnston Street, this land changed from Road Zone (Category 1) to Transport Zone 2. The amendment also removed a section 55 referral requirement for works in the zone with the following requirement which is at clause 36.04-3:

> *An application by a person other than a relevant transport manager on land shown on a planning scheme map as TRZ1 or TRZ2 must be accompanied by the written consent of the Head, Transport for Victoria, indicating that the Head, Transport for Victoria consents generally or conditionally to either:*
>
> *The application being made.*
>
> *The application being made and to the proposed use or development.*

Planning Scheme Amendment C269 – Rewrite of Local Policies

12. Amendment C269 proposes to update the local policies in the Yarra Planning Scheme by replacing the Municipal Strategic Statement (MSS) at Clause 21 and Local Planning Policies at Clause 22 with a Municipal Strategic Strategy and Local Policies within the Planning Policy Framework (PFF), consistent with the structure recently introduced by the State Government.

13. Amendment C269 was on public exhibition between 20 August 2020 and 4 December 2020 and proceeded to a panel hearing in October 2021. The Panel report was released on 18 January 2022. Council resolved on 19 April 2022 that having considered the Panel report, to submit the adopted Amendment to the Minister for Planning for approval.

14. The key sections to be considered in this report include:

(a) Clause 13.07-L (Interfaces and amenity)
(b) Clause 15.01-1L (Urban Design)
(c) Clause 15.01-2L (Building Design)
(d) Clause 15.02-1L (Environmentally Sustainable Development)
(e) Clause 17.01-1 (Employment)
(f) Clause 18.01-2L (Sustainable Transport)
(g) Clause 19.05-3L (Waste)

(h) Clause 18.02-4L (Car Parking)

15. The new clauses are largely reflected in current planning policy, which is generally not contradictory to the proposed re-write of Clauses 21 and 22. However, as this amendment is now a 'seriously entertained' planning proposal, a summary and brief assessment of the relevant policies to the proposal is provided in the table below. This assessment confirms that the proposal is consistent with the new relevant policies.

Proposed C269 Local Policy reference	Brief Assessment
Clause 02.04 – Strategic Framework Plan	The site is identified as being located within the Johnston Street (east of Smith Street) Neighbourhood Activity Centre (NAC), consistent with DDO15.
Clause 11.03-1L – Activity Centres	The proposal will contribute positively to precinct 2 of the Johnston Street (east of Smith Street). This clause states that precinct 2 should *foster mid-rise residential and commercial development consistent with the relevant overlay.* As will be discussed through the report, the proposed development is in accordance with this strategic directive.
Clause 13.07-1L – Interfaces and Amenity	The policy aspirations of this clause is addressed under the off-site amenity and on-site amenity assessments contained within this report.
Clause 15.01-1L – Urban Design	Built form and design is discussed extensively in the assessment below and concludes that the proposal exhibits high quality architectural and urban design.
Clause 15.01-2L – Building Design	Built form and design is discussed in the assessment below and concludes that the proposal exhibits high quality architectural and urban design. The proposal will also satisfy the policy that seeks high rates of energy efficiency as discussed in the On-Site Amenity section of the report.
Clause 15.02-1L – Environmentally Sustainable Development	The proposal achieves a BESS score of 65%, with 'best practice' represented as a BESS score of 50%. The ESD performance of the proposal is discussed further within the internal amenity section of this report.
Clause 16.01-1L Housing diversity	The application includes a good mix of apartment sizes and typologies, providing housing diversity.
Clause 16.01-1L Location of residential development	This clause identifies that the subject site (together with most of the Johnston Street (east of Smith Street) NAC is listed as a moderate change area. The clause directs that in these areas, medium density residential and mixed use developments should be supported. Lot consolidation should also be supported in these areas where it facilitates the provision of increased densities. The proposed development is in accordance with these directives.

Clause 16.01-2L – Housing affordability	The proposal does not provide affordable housing, however there is no formal requirement for affordable housing under the current Yarra Planning Scheme.
Clause 17.01-1L – Employment	The proposal features a genuine mix of land uses, including over 400sqm of office floor space and over 300sqm of ground floor retail space (as well as apartment dwellings). These offerings will provide a positive contribution to employment opportunities within the Johnston Street NAC.
Clause 18.02-1L – Sustainable Transport	The provision of extensive bicycle facilities and reduction of car parking proposed will ensure this policy is met.
Clause 18.02-4L – Car Parking	The proposal seeks a reduction of the car parking requirements to reduce reliance on private vehicle usage.
Clause 19.03-2L – Development Contributions	This is addressed via the recommended conditions.
Clause 19.03-3L – WSUD	The proposal is consistent with this policy, as outlined in the submitted Sustainable Management Plan. Implementation is required by condition.
Clause 19.03-5L – Waste	Waste management is discussed in the assessment section below and addressed via a Waste Management Plan that will be implemented by condition.

The Proposal

16. The proposal is for the construction of a nine-storey building for office, food and drink premises and dwellings (no permit required for office, food and drink premises uses), alteration of access to a road in Transport Zone 2 and a reduction in the car parking requirements. The proposal can be described in more detail as follows:

Use

(a) The application proposes to use the land for:
   (i) A total of 46 apartment dwellings with:
      - 20 x one-bedroom apartments;
      - 14 x two-bedroom apartments, and;
      - 12 x three-bedroom apartments
   (ii) Office (Medical Centre), with a net floor area of 432sqm;
   (iii) Food and Drink Premises, with a leasable floor area of 119sqm, and;
   (iv) Three shop tenancies, with a total leasable floor area of 252sqm.

(b) Other than the apartment dwellings, a planning permit is not required for any of the proposed uses.

Development

General

(c) The development proposes an nine-storey building. This comprises a five-storey podium base presenting to Johnston Street, which transitions to a four-storey podium base presenting to Little Turner Street. Above these podiums, mid and upper levels are provided with greater setbacks as the development ascends to a building height of nine storeys (27.04m), excluding roof level services or 31.01m including roof level services. More specifically, the development seeks:

(i) a five-storey (18m) street wall to Johnston Street;
(ii) a four-storey street wall to Little Turner Street, noting that this is composed of a three-storey (9.3m) wall at the northern boundary with the fourth storey (height of 12.3m) set back 0.4m;
(iii) a maximum building height of 27.04m (31m including roof level services);
(iv) mid-level setback (levels 06 and 07) to Johnston Street of 5m;
(v) upper level setback (level 08) to Johnston Street of 9.11m (building wall) and 7.33m (front balconies);
(vi) staggered mid-level and upper-level setbacks to Little Turner Street, with these increasing as the development ascends in height.

(d) The development proposes a total of 40 car spaces, 2 motorcycle spaces, 52 employee / resident bicycle spaces and 16 visitor bicycle spaces.

Lift Core

(e) The lift core and adjacent stairwell are located centrally within the site, with this replicated across all levels – details of the lift core and stair well will not be repeated in the following paragraphs.

Basement

(f) One basement level will be accessed via a vehicle entrance at Little Turner Street, with the following features:
(i) A total of 40 car spaces including 24 car stacker spaces and 16 conventional car spaces (inclusive of one accessible car space).
(ii) 2 motorcycle spaces;
(iii) One open, unsecured bicycle space compound (located centrally, immediately north of the lift core), provided with 52 bicycle spaces, all of which are provided as horizontal, double bicycle stackers;
(iv) Six storage cages located east of the bicycle compound (unknown capacity of cages);
(v) Service areas, including a rainwater tank below the basement level (the submitted Sustainable Management Plan states that the rainwater tank has a capacity of 20,000L and is connected to toilets at ground floor, level 01 apartments and the level 02 Office (Medical Centre);
(vi) Traffic signal and mirror within the vehicle accessway (attached to the internal edge of the western boundary wall) for internal traffic management.
(g) The basement is proposed to be constructed to all site boundaries;

Ground Floor

(h) The Johnston Street frontage is composed of the office lobby (west), food and drinks premises (centre west), two shop tenancies (centre and centre east) and the residential pedestrian entrance (east).
(i) The majority of the ground floor frontage to Johnston Street is dedicated to glazed frontages save for a gas meter (western end of frontage) and a fire booster (west of the residential pedestrian entrance).
(j) North of the residential pedestrian entrance is a lobby area featuring mailboxes and four visitor bicycle spaces.
(k) Further north is the resident terrace (86sqm) which includes landscaped planters and is predominantly clear to the sky. The resident terrace connects to the resident lounge (84sqm).
(l) The development responds to Little Turner Street with a double-width, vehicle access door (west), back-of-house corridor door and substation (centre west) a 91sqm shop tenancy (centre east) and an open pedestrian entrance area which provides landscaping, 12 visitor bicycle spaces and pedestrian access to the aforementioned shop tenancy;

(m) Internally, the ground floor houses various services, a resident foyer (connecting lift core to the resident lounge), back-of-house corridor, two waste storage areas (one residential, one commercial) and end-of-trip facilities including:
  (i) one DDA water closet / shower / change room;
  (ii) two water closet / change rooms;
  (iii) three lockers;

(n) The ground level will be constructed to all title boundaries save for a 0.6m setback to Johnston Street, a setback to Little Turner Street (0.45m to 0.8m) and a side setback associated with the resident terrace and the rear pedestrian entrance;

Level 1

(o) The southern section of this floor plan is associated with the ground floor (given the higher floor-to-ceiling height of this part of the development);

(p) The northern section of this floor plan comprises six apartments, with:
  (i) Two, north-facing, two-bedroom apartments,
  (ii) two, east-facing one-bedroom apartments
  (iii) two, west-facing one-bedroom apartments;

(q) This northern section proposes minimum side setbacks of 4.85m (west) and 4.61m (east).

(r) A large roof garden (no resident access) is proposed within the western side setback.

Level 02 – Lower (referred to on plans as Level 02 Comms)

(s) The northern section of this floor plan shows (greyed out) level 01 apartments as described above (due to the change in floor levels across the site);

(t) The southern section of this floor plan comprises the Office (Medical Centre) which has a floor area of 432sqm and is provided with daylight via south-facing windows, north-facing windows (in the eastern and western side setbacks) and two skylights towards the rear of the floor area);

Level 02 – Upper (referred to on plans as Level 02 Plan)

(u) The southern section of this floor plan shows (greyed out) the Office (Medical Centre), as described above (due to the change in floor heights across the site);

(v) The northern section of this floor plan comprises six apartments, with:
  (i) two north-facing, two-bedroom apartments,
  (ii) two east-facing, one-bedroom apartments, and;
  (iii) two west-facing, one-bedroom apartments.

(w) This northern section proposes side setbacks of minimum 4.85m (west) and 4.85m (east).

Level 03

(x) This level comprises 11 apartments including:
  (i) two north-facing, two-bedroom apartments,
  (ii) three east-facing, one-bedroom apartments, and;
  (iii) three west-facing, one-bedroom apartments.
  (iv) two south-facing, two bedroom apartments, and;
  (v) one south-facing, one-bedroom apartment.

(y) The northern section proposes side setbacks of 4.85m (west) and 4.96m (east) and at this level, a northern setback of 0.4m is introduced.

Level 04

(z) This level comprises seven apartments including:
  (i) two north-facing, three-bedroom apartments,
  (ii) one east-facing, one-bedroom apartment, and;
  (iii) one west-facing, one-bedroom apartment.
  (iv) two south-facing, two bedroom apartments, and;
  (v) one south-facing, one-bedroom apartment.

(aa) The northern section proposes side setbacks of 4.85m (west) and 4.85m (east) and northern setbacks of 4.08m (balcony balustrade) and 6.76m (northernmost wall).
(bb) The northern section of the two-north-facing balconies are provided with landscaping. A central, open area (located between the two-north facing balconies) is set aside as a landscaped communal courtyard, together with a covered communal courtyard (located in between the open communal courtyard and the corridor);

Level 05

(cc) This level comprises six apartments including:
  (i) two north-facing, three-bedroom apartments,
  (ii) one east-facing, one-bedroom apartment, and;
  (iii) one west-facing, one-bedroom apartment.
  (iv) two south-facing, three-bedroom apartments, and;
(dd) The northern section proposes side setbacks of 4.85m (west) and 4.85m (east) and a northern setback of 6.35m.
(ee) A covered communal courtyard is located between the two north-facing apartments.

Level 06

(ff) This level comprises four apartments including:
  (i) two north-facing, three-bedroom apartments,
  (ii) two south-facing, two bedroom apartments, and;
(gg) The northern section proposes side setbacks of 4.85m (west) and 4.86m (east) and northern setbacks of 11.2m (north-facing balconies) and 12.2m (north-facing walls). A strip of landscaping is proposed along the northern edge of the north-facing balconies.
(hh) A covered communal courtyard and open balcony located between the two north-facing apartments.
(ii) North of the north-facing balconies, solar panels (capacity of 6.75kW) are proposed on the roof of the level below.
(jj) The southern section of the development is provided with setbacks of 5m (south-facing walls) and 6m (south-facing balconies) from Johnston Street as well as side setbacks of 3m.
(kk) A landscaping strip is proposed along the southern edge of the south-facing apartments.

Level 07

(ll) This level comprises four apartments including:
  (i) two north-facing, three-bedroom apartments,
  (ii) two south-facing, two bedroom apartments, and;
(mm) All building setbacks are the same as level 06 below, except for the northern setbacks which are 11.8m (both for the north-facing balconies and north-facing walls);
(nn) A covered communal courtyard and open balcony located between the two north-facing apartments.

Level 08

(oo) This level comprises two, three-bedroom apartments.
(pp) The building setbacks include:
  (i) Northern setbacks of 13.64m (balconies) and 15.63m (northern building wall);
  (ii) Southern setbacks of 7.33m (balconies) and 9.11m (southern building wall);
  (iii) Side setbacks of 4.85m to both the eastern and western boundaries.
(qq) An open, landscaped communal balcony is proposed between the two south-facing balconies.

Roof Level

(rr) The lift core, stairwell and exhausts are located centrally on this plan and are surrounded by an open plant area which includes a total of 46 AC units and a hot water pump. This open plant area is provided with screening along all of its edges which is

constructed of concrete (with a natural finish in a grey colour) and has a height of 1.9m (above building roof level);

(ss) The open plant area is set back 1.2m from the south, east and west building facades of the level below and is set back approximately 5.2m from the northern building façade of the level below.

(tt) Solar panels are provided across the northern section of the roof area, with a minimum capacity of 13.5kW.

Core Roof Plan

(uu) Above the lift core and stairwell roof is the car park and kitchen exhaust which are located behind screening. The proposed screening is in the form of battens constructed of powdercoated metal in a red colour.

Materials and finishes

(vv) The proposed materials include:

- (i) Concrete cladding (F001) in a natural finish (grey colour) applied across the development including selected podium walls, roof plan screening and side boundary walls at ground floor, level 01 and level 02;
- (ii) Brick snap cladding (F101) in a red colour applied to the majority of east and west-facing facades (including boundary walls), selected sections of the north-facing facades of all levels and across the south-facing facades including a high proportion of the south-facing walls of levels 06, 07 and 08 and selected sections of the south-facing facades of the Johnston Street podium.
- (iii) Hit and miss brickwork (F102) in a red colour applied to the central section of the northern facades at levels except for level 08 and roof level;
- (iv) Concrete in a red colour (F103) applied in limited proportions across all elevations;
- (v) Powdercoated metal cladding (P300) applied primarily to the ground floor and first floor facades of the Johnston Street podium, the ground floor façade to the Little Turner Street podium as well as the screening surrounding the exhausts above the lift core at roof level;
- (vi) Glazing including clear, double glazing (GL01) and translucent glazing (GL02).

(ww) The form of the proposed building is rectilinear with flat roof forms and vertical-rectangular format fenestration across the building facades;

17. Three-dimensional perspectives of the development are provided below at Figure 3.



Figure 3: Three dimensional renders of the proposed development showing the development from Johnston Street (left) and Little Turner Street (right) (Applicant Submission, July 2022).

Existing Conditions

Subject Site

18. The subject site is rectangular in shape and is located mid-block on the northern side of Johnston Street, between Rich Street and Trenerry Crescent, Abbotsford. The property has its rear boundary to Little Turner Street, which is a 6.3m wide laneway servicing properties facing both Johnston Street and residential properties on Turner Street and Little Turner Street.

19. The subject site is composed of three lots, referenced as Lots 13, 14 and 15 on Certificate of Title LP285, with an extract of the plan of subdivision provided below at figure 4.

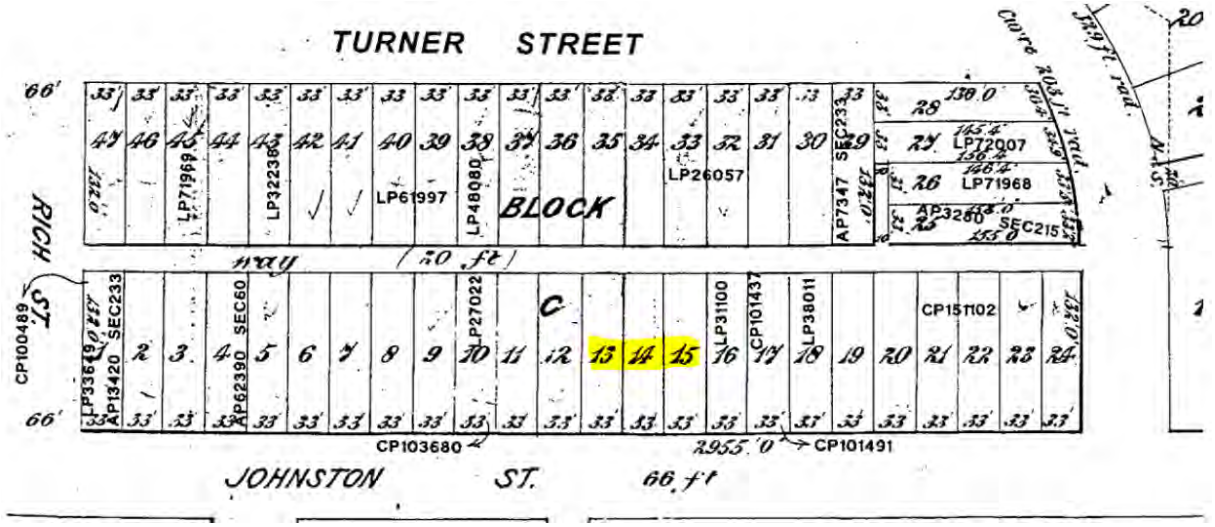


Figure 4: Excerpt from the plan of subdivision showing the lots associated with the subject site in yellow highlight.

20. There are no easements or restrictions registered on title.

21. Collectively the site has a frontage of 30.18 metres to Johnston Street, a depth of 40.23m and with a site area of 1,223.3m^2. The subject site has one vehicle crossover onto Johnston Street that provides access all the way through the building to Little Turner Street to the rear (No. 400) while the building at No 398 has a parking apron inset from the lane to the rear, that provides access to on-site car parking and a loading bay.

22. The subject site includes two properties:

    (a) No. 398 Johnston Street, which is occupied by a single storey warehouse building constructed flush to the Johnston Street boundary. The building presents to Johnston Street with a glazed shopfront provided for commercial display. Vehicle access and loading is provided from Little Turner Street. There are 4 car parking spaces to the rear in an open, paved area of the site, accessed from Little Turner Street.

    (b) No. 400 Johnston Street, which is occupied by a single storey warehouse building constructed to the Johnston Street boundary. Direct vehicle access from Johnston Street is provided from a centrally located vehicle crossover, providing internal parking access that connects to Little Turner Street. The building presents to Johnston Street with a glazed shopfront (western section of frontage), a roller door (centre of frontage) and a blank wall (eastern section of frontage).

23. Both buildings on the subject site are constructed of concrete, metal cladding and glazing.

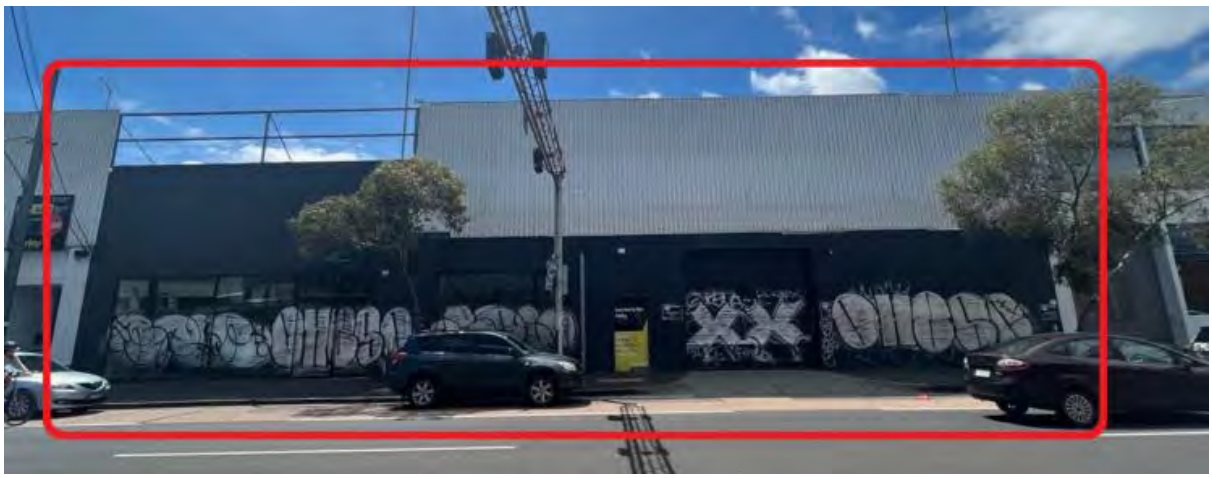


Figure 5: The subject site as it presents to Johnston Street (Planning Officer, February 2023)



Figure 6: The subject site viewed from Little Turner Street, looking southwest (Planning Officer, February 2023)

Surrounding Land

24. Broadly speaking, Abbotsford is a highly varied neighbourhood with industrial and commercial buildings of various types and eras. This built form character is grouped in precincts (principally along Johnston Street, Victoria Street, Hoddle Street and the Yarra River corridor). Abbotsford also has low-rise residential areas that make up the mixed character of the suburb.

25. The surrounding land is defined by the Johnston Street Neighbourhood Activity Centre (NAC), which is largely zoned C1Z and includes a wide range of commercial and community offerings. Public transport is readily available to the site with bus services on Johnston Street and Victoria Park Railway Station 400m to the west. To the north and south of the Johnston Street NAC are low-rise, residential areas, zoned Neighbourhood Residential (north) and General Residential (south). This zoning context is depicted at figure 7 below.

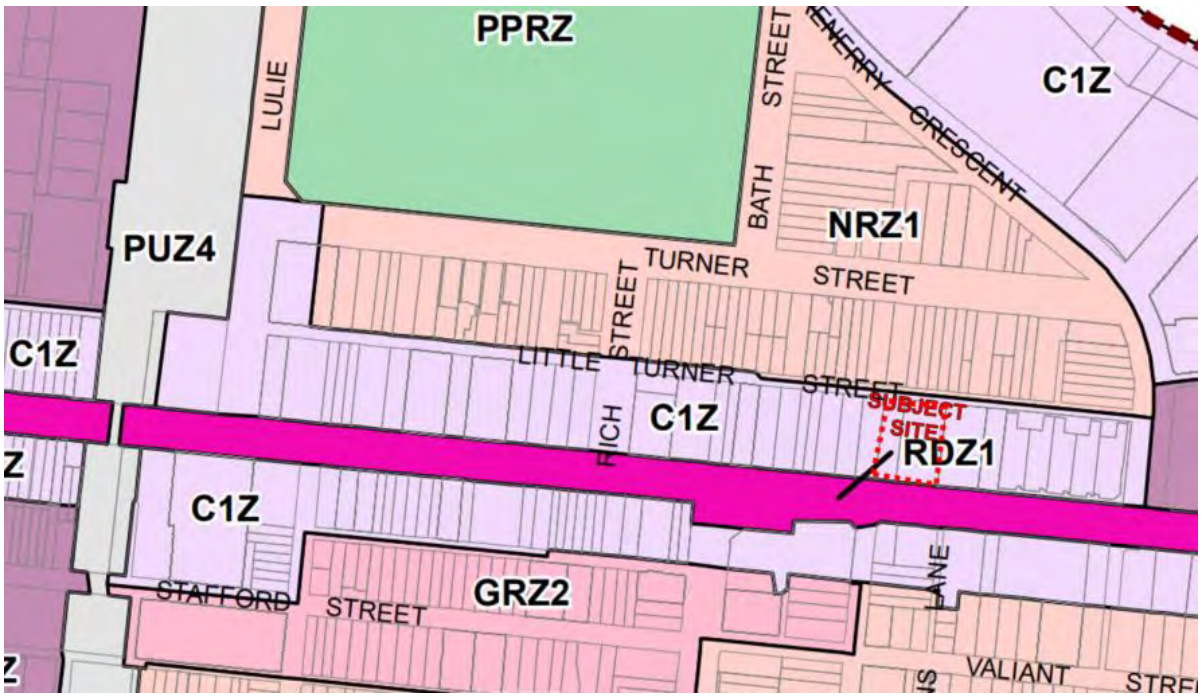


Figure 7: The zoning context of the surrounding land. (Victorian Government, January 2023)

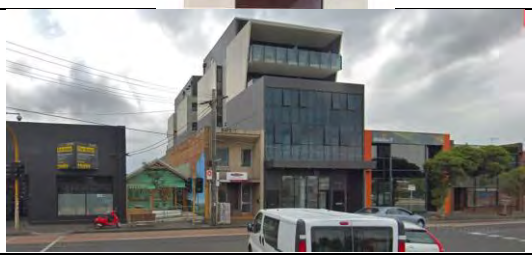
26. The subject site forms part of a linear commercial precinct zoned C1Z (with some C2Z land towards the Yarra River) in northern Abbotsford, which, pursuant to the Spatial Economic and Employment Strategy (SEES), is referred to as the Johnston Street East Emerging Activity Centre. This area includes Johnston Street between Hoddle Street (west) to the Yarra River (east) as well as Trenerry Crescent and Abbotsford Convent. The area has a range of commercial offerings including office, restricted retail and warehouses with a concentration of retail and hospitality offerings located in the western section near Victoria park Railway Station.



Figure 8: The subject site and surrounding area (Council GIS, July 2022)

27. The precinct is typified by an older building stock (Victorian era through to post-war eras), with industrial and commercial buildings of 1-2 storeys as well as an emergent character of mid-rise contemporary office and apartment developments of up to 12 storeys. The older building stock typically has high site coverage with buildings presenting to the public realm with sheer walls and 0m street setbacks.

The emerging developments in the area provide contemporary architectural responses, typically with rectilinear forms and materials including concrete, metal cladding and facades with high proportions of glazing. Examples of this emergent character include the following:

Permit No. (Address)	Description	Image
PLN16/1188 (329 Johnston Street)	Eight storey apartment development – permit issued in 2018, works have not yet commenced.	
PLN20/0322 (350 – 356 Johnston Street)	Seven-storey office development, permit issued in 2021. Plans and reports were endorsed in 2022. Construction works yet to commence however the previous building on the site has been demolished.	
PLN16/0471 (344 Johnston Street)	Seven-storey apartment development, permit issued in 2017, the development has been completed recently.	
PLN11/0770 (370 Johnston Street)	Six-storey mixed-use development, permit issued in 2012, development completed.	
PLN15/0644 (316 - 322 Johnston Street)	Nine-storey apartment development, permit issued in 2016, construction recently completed.	

Permit No. (Address)	Description	Image
PLN16/1155 (312 – 314 Johnston Street)	Seven-storey apartment development, permit issued in 2018, construction has recently commenced.	
PLN15/0612 (247 – 259 Johnston Street)	12-storey, mixed use development, permit issued in 2017, construction completed.	

28. The subject site's immediate interfaces are as follows:

North

29. To the north of the site is Little Turner Street. This is approximately 6.3m wide and used for service access to Johnston Street, but also forms rear access and in some cases, frontage, for residential dwellings on Turner/Little Turner Streets.

30. Fine-grained, single and two-storey residential dwellings are located to the north. Some have outbuildings constructed to the lane frontage, while a number of properties have been subdivided with dwellings fronting Little Turner Street. This includes Nos 106 and 114 to the north-east of the site. There are no footpaths within Little Turner Street.

31. Immediately opposite the site are Nos. 89-99 Turner Street. The properties are characterised by rear fences and outbuildings, most with vehicle access from the lane. No 89 has a two-storey habitable building proximate to the boundary, with open car space and open space adjoining to the west. Nos. 93, 95, 97 and 99 have small, single storey outbuildings/garages access from the lane, with high fencing at the interface.



Figure 9: The subject site and nearby dwellings to the north (Council GIS, July 2022)



Figure 10: Dwellings to the north of the subject site, as they present to Little Turner Street (Planning Officer, February 2023)

32. The Victoria Park community hub and recreation facility is also a significant feature of the area and is located 150 metres northwest of the subject site.

South

33. Immediately south of the subject site is Johnston Street, which has a 20m wide carriageway with two lanes of traffic running east and a further two lanes running west. Buses run east and west along Johnston Street.

34. Land on the opposite side of the street is also zoned Commercial 1 and is occupied by 2-storey commercial development (including bathroom supplies showroom and warehouse, smash repairs and tool/equipment hire). The built form is inconsistent in materiality, front setbacks and form and provides a mixed streetscape presentation.

East

35. To the east, the site abuts No. 412 Johnston Street, which contains a two-storey commercial building. The property is similar in size to the subject site affording it a similar development opportunity. At present the property is used as a furniture store at ground level, with office space above. All vehicle access to this site is from Little Turner Street to the north.

West

36. To the west the site abuts No. 394 Johnston Street. This is developed with a single storey warehouse/commercial building constructed to the front and side boundaries of the site. As with the property at No 398, the building has a paved apron at the rear providing some (limited) on-site parking and access to a loading bay.

Planning Scheme Provisions

Zoning

Commercial 1 Zone

37. Pursuant to Clause 34.01-1 of the Yarra Planning Scheme (the Scheme), a planning permit is not required for the use of the land for Office (Medical Centre), Food and Drink Premise or Shop.

38. Pursuant to Clause 34.01-1 of the Yarra Planning Scheme (the Scheme), a planning permit is required for the use of the land for dwellings given that the Johnston Street opening associated with the dwellings (i.e. the Johnston Street residential pedestrian entrance) has a width of greater than 2m.
39. Pursuant to Clause 34.01-4 of the Scheme, a planning permit is required to construct a building or construct or carry out works.

Transport Zone 2

40. Whilst the subject site is not located within the Transport Zone 2, the application proposes buildings and works outside the southern title boundary along Johnston Street in the form of a footpath canopy, which triggers a planning permit under clause 36.04-2. Clause 34.04-3 requires that an application must be accompanied by written consent of the Head, Transport for Victoria. This consent was provided to Council on 13 December 2022 which confirms no objection to the proposal subject to the inclusion of a permit condition and a permit note (discussed later in the report).

Overlays

41. The subject site is affected by the Design and Development Overlay (Schedule 15). Pursuant to Clause 43.02-2, a planning permit is required to construct a building or construct or carry out works. Schedule 15 provides comprehensive design guidelines and built form controls, with the latter outlined in the table below, with the subject site located within sub precinct 2B.

Item	**DDO15 Built form Control**
Preferred maximum building height	24m
Mandatory maximum building height	31m
Preferred maximum street wall height (Johnston Street)	15m
Mandatory maximum street wall	18m

height (Johnston Street)	
Preferred rear interface (northern boundary wall height)	11m
Preferred min. mid level setback (Johnston St)	6m
Preferred min. upper level setback (Johnston St)	45 degrees above 18m
Preferred min. upper level setback (Little Turner St)	45 degrees above 11m
Building projections	*Projections such as balconies and building services must not intrude into a setback*

42. The application will be assessed against these controls in the assessment section of this report.

Particular Provisions

Clause 52.06 – Car parking

43. The table below outlines the car parking requirements for the proposed land uses (pursuant to Table 1 at Clause 52.06-5), the proposed car parking provision on site and the resultant car parking reduction. The subject site is located within the 'Principal Public Transport Network' and therefore the reduced requirements of column B of Table 1 apply.

Land Use	Units/Area proposed	Rate	No. required	No. proposed	Reduction sought
Dwellings	34 x 1 or 2 bed dwellings	1 car space per 1 or 2 bedroom dwelling	34	-	-
	12 x 3 bed dwellings	2 car spaces per 3+ bedroom dwelling	24	-	-
Office (Medical Centre)	432 sqm net floor area	3.5 car parking spaces per 100sqm of leasable floor area	15	-	-
Food and Drink Premises	119 sqm leasable floor area	3.5 spaces per 100sqm of leasable floor area	4	-	-
Shop	252 sqm leasable floor area	3.5 spaces per 100sqm of leasable floor area	8	-	-
		Total	**85**	**40**	**45**

44. As shown in the table above, the development requires a planning permit for a car parking reduction pursuant to Clause 52.06-3. A reduction of 45 spaces is sought.

Clause 52.29 – Land Adjacent to the Principal Road Network

45. The purpose of this provision is to *ensure appropriate access to the Principal Road Network or land planned to form part of the Principal Road Network.* A planning permit is required pursuant to Clause 52.29-2 to create or alter access to a road in a Transport Zone 2. The proposed application triggers this permit requirement because of the proposed removal of the existing crossover along Johnston Street (and its reinstatement to footpath).

46. Pursuant to Clause 52.29-4, an application under this provision must be referred under Section 55 of the Act to the person or body specified as the referral authority specified in Clause 66.03, which in this case is Head, Department of Transport.

Clause 52.34 – Bicycle facilities

47. A new use must not commence or the floor area of an existing use must not be increased until the required bicycle facilities have been provided on the land (i.e. within the title boundaries of the subject site). The table below outlines the bicycle parking requirements for the proposed use. Clause 52.34-5 outlines that if the applicable requirement is not a whole number, then the requirement is to the nearest whole number. If the fraction is one-half, the requirement is the next whole number.

Land Use	Units/Area proposed	Rate	No. required	No. proposed	Surplus / Shortfall
Dwellings	46 dwellings	*Resident spaces* 1 space to each 5 dwellings (if the development is 4 or more storeys)	9	-	-
		Visitor spaces 1 space to each 10 dwellings (if the development is 4 or more storeys)	5	-	-
Office (Medical Centre)	10 practitioners	*Employee spaces* 1 space to each 8 practitioners	1	-	-
		Visitor spaces 1 space to each 4 practitioners	3	-	-
Food and Drink Premises	119 sqm leasable floor area	*Employee spaces* 1 space to each 300m^2 leasable floor area	0	-	-
		Shopper spaces 1 space to each 500m^2 leasable floor area	0	-	-
Shop	252 sqm leasable floor area	*Employee spaces* 1 space to each 300m^2 leasable floor area	1		
		Shopper spaces 1 space to each 500m^2 leasable floor area	1		
Total		***Resident / Employee spaces (total)***	**9 / 2 (11)**	**52**	**+41**
		Visitor / Shopper spaces	**9**	**16**	**+5**
		Showers / Change Rooms	**0**	**1**	**+1**

48. As detailed in the above table, the proposal provides a surplus of 41 employee / resident spaces and a surplus of 1 showers / change rooms. As such, a planning permit is not triggered under this provision for employee space or showers change rooms. The proposal

also provides a surplus of 5 visitor bicycle spaces and thus a planning permit is not triggered for a reduction in the visitor bicycle space requirements.

Clause 53.18 – Stormwater Management in Urban Development

49. The purpose of this provision is to *ensure that stormwater in urban development…is managed to mitigate the impacts of stormwater on the environment, property and public safety.* The provision requires that new development achieve industry best practice with regards to stormwater management, mirroring the requirements of local policy at clause 22.16. The provision is relevant to the application as the proposed building has a gross floor area of greater than 50sqm.

General Provisions

50. The decision guidelines outlined at Clause 65 of the Scheme are relevant to all applications. Before deciding on an application, the Responsible Authority must consider a number of matters. Amongst other things, the Responsible Authority must consider the relevant Planning Policy Framework, Local Planning Policy Framework and any local policy, as well as the purpose of the zone, overlay or any other provision.

Planning Policy Framework (PPF)

51. Relevant clauses are as follows:

Clause 11.01-1R (Settlement - Metropolitan Melbourne)

52. Relevant strategies include;
    (a) *Develop a network of activity centres linked by transport; consisting of Metropolitan Activity Centres supported by a network of vibrant major and neighbourhood activity centres of varying size, role and function.*
    (b) *Create mixed-use neighbourhoods at varying densities, including through the development of urban-renewal precincts that offer more choice in housing, create jobs and opportunities for local businesses and deliver better access to services and facilities.*

Clause 11.02 (Managing Growth)
Clause 11.02-1S (Supply of Urban Land)

53. The objective is:
    (a) *To ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses.*

Clause 11.03 (Planning for Places)
Clause 11.03-1R (Activity centres – Metropolitan Melbourne)

54. Relevant strategies are:
    (a) *Support the development and growth of Metropolitan Activity Centres by ensuring they:*
        (i) *Are able to accommodate significant growth for a broad range of land uses.*
        (ii) *Are supported with appropriate infrastructure.*
        (iii) *Are hubs for public transport services.*
        (iv) *Offer good connectivity for a regional catchment.*
        (v) *Provide high levels of amenity.*

Clause 15.01 (Built Environment and Heritage)

55. This clause outlines the following guidelines;
    (a) *Planning should ensure all land use and development appropriately responds to its surrounding landscape and character, valued built form and cultural context.*
    (b) *Planning must support the establishment and maintenance of communities by delivering functional, accessible, safe and diverse physical and social environments, through the appropriate location of use and development and through high quality buildings and urban design.*

(c) *Planning should promote development that is environmentally sustainable and should minimise detrimental impacts on the built and natural environment.*
(d) *Planning should promote excellence in the built environment and create places that:*
  (i) Are enjoyable, engaging and comfortable to be in.
  (ii) Accommodate people of all abilities, ages and cultures.
  (iii) Contribute positively to local character and sense of place.
  (iv) Reflect the particular characteristics and cultural identity of the community.
  (v) Enhance the function, amenity and safety of the public realm.

Clause 15.01-1S (Urban design)

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

Clause 15.01-1R (Urban design - Metropolitan Melbourne)

57. The objective is:
(a) *To create distinctive and liveable city with quality design and amenity.*

Clause 15.01-2S (Building Design)

58. The objective is:
(a) *To achieve building design outcomes that contribute positively to the local context and enhance the public realm*.

59. The strategies of this clause are:
(a) *Ensure the site analysis provides the basis for the consideration of height, scale and massing of new development.*
(b) *Ensure development responds and contributes to the strategic and cultural context of its location.*
(c) *Minimise the detrimental impact of development on neighbouring properties, the public realm and the natural environment.*
(d) *Ensure the form, scale, and appearance of development enhances the function and amenity of the public realm.*
(e) *Ensure buildings and their interface with the public realm support personal safety, perceptions of safety and property security.*
(f) *Ensure development provides safe access and egress for pedestrians, cyclists and vehicles.*
(g) *Ensure development provides landscaping that responds to its site context, enhances the built form and creates safe and attractive spaces.*

Clause 15.01-4R (Healthy neighbourhoods - Metropolitan Melbourne)

60. The strategy is:
(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 from their home.*

Clause 15.01-5S (Neighbourhood character)

61. The objective is:
(a) *To recognise, support and protect neighbourhood character, cultural identity, and sense of place*.

62. Strategies are:

(a) *Ensure development responds to cultural identity and contributes to existing or preferred neighbourhood character.*
(b) *Ensure development responds to its context and reinforces a sense of place and the valued features and characteristics of the local environment and place by emphasising the:*
  (i) Pattern of local urban structure and subdivision.
  (ii) Underlying natural landscape character and significant vegetation.
  (iii) Heritage values and built form that reflect community identity.

Clause 15.02 (Sustainable Development)
Clause 15.02-1S (Energy and resource efficiency)

63. The objective 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 16.01-1R – Housing supply- Metropolitan Melbourne

64. Strategies for this clause are:

(a) *Provide certainty about the scale of growth by prescribing appropriate height and site coverage provisions for different areas.*
(b) *Allow for a range of minimal, incremental and high change residential areas that balance the need to protect valued areas with the need to ensure choice and growth in housing.*

Clause 16.01-1R – Housing supply - Metropolitan Melbourne

65. Relevant strategies for this clause are:

(a) *Manage the supply of new housing to meet population growth and create a sustainable city by developing housing and mixed use development opportunities in locations that are:*
  (i) In and around the Central City.
  (ii) Urban-renewal precincts and sites.
  (iii) Areas for residential growth.
  (iv) Areas for greyfield renewal, particularly through opportunities for land consolidation.
  (v) Areas designated as National Employment and Innovation Clusters.
  (vi) Metropolitan activity centres and major activity centres.
  (vii) Neighbourhood activity centres - especially those with good public transport connections.
  (viii) Areas near existing and proposed railway stations that can support transit oriented development.
(b) *Identify areas that offer opportunities for more medium and high density housing near employment and transport in Metropolitan Melbourne.*
(c) *Facilitate increased housing in established areas to create a city of 20 minute neighbourhoods close to existing services, jobs and public transport.*

Clause 16.01-2S – Housing affordability

66. The objective of this clause is *'to deliver more affordable housing closer to jobs, transport and services'.*

Clause 17 (Economic development)

67. The clause states:

(a) *Planning is to contribute to the economic wellbeing of the state and foster economic growth by providing land, facilitating decisions and resolving land use conflicts, so that each region may build on its strengths and achieve its economic potential.*

Clause 17.01-1S (Diversified economy)

68. The objective is:
    (a) *To strengthen and diversify the economy*.

69. Relevant strategies are:
    (a) *Protect and strengthen existing and planned employment areas and plan for new employment areas.*
    (b) *Improve access to jobs closer to where people live*

Clause 17.01 -1R (Diversified economy – Metropolitan Melbourne)

70. Strategies include:
    (a) *Facilitate the development of National Employment and Innovation Clusters by ensuring they:*
        (i) Have a high level of amenity to attract businesses and workers;
        (ii) Are supported by good public transport services and integrated walking and cycling paths;
        (iii) Maximise investment opportunities for the location of knowledge intensive firms and jobs.

Clause 17.02-1S (Business)

71. The objective is:
    (a) *To encourage development which meet the communities' needs for retail, entertainment, office and other commercial services.*

72. Relevant strategies include:
    (a) *Plan for an adequate supply of commercial land in appropriate locations.*
    (b) *Ensure commercial facilities are aggregated and provide net community benefit in relation to their viability, accessibility and efficient use of infrastructure.*
    (c) *Locate commercial facilities in existing or planned activity centres*

Clause 18.02-1S – (Sustainable personal transport)

73. The objective is:
    (a) *To promote the use of sustainable personal transport.*

74. Relevant strategies are:
    (a) *Encourage the use of walking and cycling by creating environments that are safe and attractive.*
    (b) *Develop high quality pedestrian environments that are accessible to footpath-bound vehicles such as wheelchairs, prams and scooters.*
    (c) *Require the provision of adequate bicycle parking and related facilities to meet demand at education, recreation, transport, shopping and community facilities and other major attractions when issuing planning approvals.*
    (d) *Ensure provision of bicycle end-of-trip facilities in commercial buildings*

Clause 18.02-1R (Sustainable personal transport- Metropolitan Melbourne)

75. Strategies of this policy are:
    (a) *Improve local travel options for walking and cycling to support 20 minute neighbourhoods.*
    (b) *Develop local cycling networks and new cycling facilities that support the development of 20-minute neighbourhoods and that link to and complement the metropolitan-wide network of bicycle routes - the Principal Bicycle Network*

Clause 18.02-2S (Public Transport)

76. The objective is:
    (a) *To facilitate greater use of public transport and promote increased development close to high-quality public transport routes.*

Clause 18.02-2R (Principal Public Transport Network)

77. A relevant strategy of this clause is to:
    (a) *Maximise the use of existing infrastructure and increase the diversity and density of development along the Principal Public Transport Network, particularly at interchanges, activity centres and where principal public transport routes intersect.*

Clause 18.02-4S (Car Parking)

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

79. A relevant strategy is:
    (a) *Protect the amenity of residential precincts from the effects of road congestion created by on-street parking.*

Local Planning Policy Framework (LPPF)

80. Relevant clauses are as follows:

Clause 21.04-1 Accommodation and Housing

81. The objectives of this clause are:

    (a) *To accommodate forecast increases in population.*
    (b) *To retain a diverse population and household structure.*
    (c) *To reduce potential amenity conflicts between residential and other uses.*

Clause 21.04-2 – Activity Centres

82. Objectives and strategies include;
    (a) Objective 4 - *To maintain a balance between local convenience and regional retail roles in Yarra's activity centres.*
        (i) Strategy 4.3 Support the role of all activity centres, including Neighbourhood Activity Centres, in providing local day-to-day needs of residents of all abilities.

Clause 21.04-3 (Industry, office and commercial)

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

84. The clause also acknowledges that Yarra's *commercial and industrial sectors underpin a sustainable economy and provide employment. Yarra plans to retain and foster a diverse and viable economic base.*

Clause 21.05-2 (Urban design)

85. The relevant objectives and strategies are:
    (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 encourages new development to be no more than five – six storeys unless it can be demonstrated that the development can achieve specific benefits such as:
      - *Significant upper level setbacks*
      - *Architectural design excellence*
      - *Best practice environmental sustainability objectives in design and construction*
      - *High quality restoration and adaptive re-use of heritage buildings*
      - *Positive contribution to the enhancement of the public domain*
      - *Provision of affordable housing.*

(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;*
   (i) Strategy 21.1 Require development within Yarra's activity centres to respect and not dominate existing built form; and

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

Clause 21.05-4 (Public environment)

86. The relevant objective and strategies are:
   (a) *Objective 28 To 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.

Clause 21.05-3 (Built form character)

87. The relevant objective is:
   (a) *Objective 27 To improve the interface of development with the street in non-residential areas.*

Clause 21.06 (Transport)

88. This clause builds upon the objectives outlined at clause 18, promoting cycling, walking and public transport as alternatives to private motor vehicle usage.

Clause 21.06-1 (Walking and cycling)

89. This clause builds upon the Objectives outlined at Clause 18, promoting cycling, walking and public transport as alternatives to private motor vehicle usage.

   (a) *Objective 30 To provide safe and convenient bicycle environments:*
      (i) Strategy 30.2 Minimise vehicle crossovers on street frontages.

Clause 21.06-2 (Public transport)

   (b) *Objective 31 To facilitate public transport usage.*
      (i) Strategy 31.1 Require new development that generates high numbers of trips to be easily accessible by public transport.

Clause 21.06-3 (The road system and parking)

   (c) *Objective 32 To reduce the reliance on the private motor car.*

Clause 21.07-1 (Environmentally sustainable development)

90. The relevant objective of this clause is:
    (a) *Objective 34 To promote ecologically sustainable development:*
        (i) Strategy 34.1 Encourage new development to incorporate environmentally sustainable design measures in the areas of energy and water efficiency, greenhouse gas emissions, passive solar design, natural ventilation, stormwater reduction and management, solar access, orientation and layout of development, building materials and waste minimisation;

Clause 21.08-1 Neighbourhoods (Abbotsford)

91. Clause 21.08-1 describes the Abbotsford area in the following way:
    (a) Abbotsford is a highly varied neighbourhood with a substantial number of industrial and commercial buildings of various types and eras. The residential precincts are surrounded by industrial development located in the vicinity of Hoddle Street and the Yarra River.
    (b) Victoria Park is a major cultural and recreational asset of Yarra. Surrounding Victoria Park is a residential area which is Victorian in origin. To the south of Johnston Street residential areas consist of Victorian and Edwardian streetscapes with a substantial amount of weatherboard housing. These residential neighbourhoods have a consistent character which must be protected.

92. Within Figure 5 of Clause 21.08-1, the subject site is identified as being within the Johnson Street Neighbourhood Activity Centre. Figure 6 of Clause 21.08-1 shows the site as being partly within a main road area where the objectives include to '*maintain the hard urban edge of development along main roads'* and '*reflect the fine grain of the subdivision pattern in building design where this exists along main roads'*.

93. This clause focuses on the local area implementation of the objectives and strategies set out in the MSS. Currently, the clause only relates to the Johnston Street Activity Centre (east of Smith Street). The clause provides the following vision for the centre:

    (a) *Johnston Street will continue to evolve into a vibrant activity centre that serves the day to day needs of the local community whilst supporting employment, business and creative opportunities. The area will accommodate a diverse and growing population, well connected by sustainable forms of transport, with activity focussed around Victoria Park Station.*

94. The clause nominates the subject site as being within Precinct 2 (Johnston Street East), for which the following precinct vision is provided:

    (a) *East of the railway line bridge at Victoria Park Station, a more prominent, well-designed and contemporary built form character will emerge with well-designed buildings with well-activated ground floor frontages and articulated façades. Taller built form set back from the main façades.*

Relevant Local Policies

95. Relevant clauses are as follows:

Clause 22.05 (Interface Uses Policy)

96. The relevant policy is:
    (a) *New non-residential use and development within Business and Mixed Use and Industrial Zones are designed to minimise noise and visual amenity impacts upon nearby, existing residential properties.*

Clause 22.07 (Development abutting laneways)

97. This policy applies to applications for development that is accessed from a laneway or has laneway abuttal, with the relevant objectives as follows;
    (a) *To provide an environment which has a feeling of safety for users of the laneway.*
    (b) *To ensure that development along a laneway acknowledges the unique character of the laneway.*
    (c) *To ensure that where development is accessed off a laneway, all services can be provided to the development. To ensure that development along a laneway is provided with safe pedestrian and vehicular access.*

Clause 22.10 (Built form and design policy)

98. This policy applies to all new development that is not included within a heritage overlay. The policy comprises design elements to guide the scale, form and appearance of new development, of which the following are relevant to this application:
    (a) Setbacks and building heights;
    (b) Street and public space quality;
    (c) Environmental sustainability;
    (d) On-site amenity;
    (e) Off-site amenity;
    (f) Landscaping and fencing; and
    (g) Parking, traffic and access.

99. The policy has the following objectives:
    (a) *Ensure that new development positively responds to the context of the development and respects the scale and form of surrounding development where this is a valued feature of the neighbourhood.*
    (b) *Ensure that new development makes a positive contribution to the streetscape through high standards in architecture and urban design.*
    (c) *Limit the impact of new development on the amenity of surrounding land, particularly residential land.*
    (d) *Design buildings to increase the safety, convenience, attractiveness, inclusiveness, accessibility and 'walkability' of the City's streets and public spaces.*
    (e) *Encourage environmentally sustainable development.*

Clause 22.16 Stormwater Management (Water Sensitive Urban Design)

100. This policy applies to (as relevant) new buildings and contains the following objectives;
    (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).*
    (b) *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) Litter - 70% reduction of typical urban annual load
    (c) *To promote the use of water sensitive urban design, including stormwater re-use.*
    (d) *To mitigate the detrimental effect of development on downstream waterways, by the application of best practice stormwater management through water sensitive urban design for new development.*
    (e) *To minimise peak stormwater flows and stormwater pollutants to improve the health of water bodies, including creeks, rivers and bays.*
    (f) *To reintegrate urban water into the landscape to facilitate a range of benefits including microclimate cooling, local habitat and provision of attractive spaces for community use and well being.*

Clause 22.17 (Environmentally Sustainable Design)

101. The overarching objective is that development should achieve best practice in environmentally sustainable development from the design stage through to construction and operation. The considerations are energy performance, water resources, indoor environment quality, storm water management, transport, waste management and urban ecology.

Other Relevant Documents

Plan Melbourne

102. The plan outlines the vision for Melbourne's growth to the year 2050. It seeks to define what kind of city Melbourne will be and identifies the infrastructure, services and major projects which need to be put in place to underpin the city's growth. It is a blueprint for Melbourne's future prosperity, liveability and sustainability.

103. It is policy to create mixed-use neighbourhoods at varying densities to offer more choice in housing and create opportunities for local businesses and new jobs whilst also delivering better access to local services and facilities. The strategy promotes '20-minute neighborhoods' where there is access to local shops, schools, parks, jobs and a range of community services within a 20 minute trip from your residence.

Urban Design Guidelines for Victoria (DELWP)

104. These guidelines are policy guidelines within the State Planning Policy Framework of the Victoria Planning Provisions. The guidelines must be considered when assessing the design and built form of new development where relevant. The guidelines use best practice knowledge and advice underpinned by sound evidence.

Spatial Economic and Employment Strategy

105. 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. 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.

106. The Abbotsford Major Employment Precinct is nominated as one of five major employment precincts within Yarra, the other four being Gipps Street (Collingwood), Church Street south (Richmond), Cremorne and Victoria Parade. The SEES describes the Abbotsford precinct as a source of:

> *significant employment clusters including one of the largest concentrations of industrial employment in the municipality. Abbotsford also hosts significant commercial employment particularly around Johnston Street and Trennery Crescent.*

107. More specifically, the SEES designates the subject site as being located within the Johnston Street East Emerging Activity Centre, which includes Johnston Street between Hoddle Street in the west to the Yarra River in the east as well as Trenerry Crescent and the Abbotsford Convent. The SEES highlights that this is a precinct that should be targeted for diverse employment opportunities, stating that the centre:

> *benefits from heavy rail, retail, open space assets and the Abbotsford Convent…It is well suited to accommodating growth in both employment and housing.*

108. A Strategy of the SEES relevant to this application is Strategy 1: Support Employment Growth in Activity Centres, which includes the following direction:

> *Yarra's Activity Centres are likely to accommodate significant growth in retail, commercial and institutional floor space. It is anticipated that an estimated 134,000 sqm of additional floor space will be added to Yarra's larger Activity Centres between 2016 and 2031 for commercial, retail and institutional uses (an increase of around 10%).*

Yarra Economic Development Strategy 2020 - 2025

109. This is a local strategy that outlines Yarra's vision for future economic development with a focus on major employment precincts, The strategy calls for the intensification of employment opportunities, stating that:

> *Yarra's employment precincts and activity centres are critical economic areas that support a broad range of business and employment uses. The availability of areas of employment land in Yarra …is a strength and competitive advantage and will be important in accommodating future business and employment growth. Therefore, Yarra is in a position whereby further population and employment growth can be accommodated.*

Advertising

110. The application was advertised under the provisions of Section 52 of the *Planning and Environment Act (1987)* by 1,072 letters sent to surrounding owners and occupiers and by two signs displayed on site. At this time, Council received a total of 19 objections, the grounds of which are summarised as follows:

(a) Concerns regarding the proposed design, including building height, massing and architectural quality as well as non-compliance with DDO15;
(b) Off-site amenity impacts (including overlooking, overshadowing, loss of daylight and visual bulk);
(c) Off-site amenity impacts associated with the location of a food and drinks premises facing Little Turner Street, proximate to dwellings;
(d) Concerns about traffic impacts to the surrounding road network including increased traffic levels on Little Turner Street (and associated implications for pedestrian safety on Little Turner Street);
(e) Concerns about waste vehicles using Little Turner Street;
(f) Concerns about the proposed car parking reduction and associated impacts to on-street car parking availability;
(g) Concerns about the use of a car stacker system;
(h) Concerns that the proposed on-site car parking provision is too high, failing to reduce reliance on private motor vehicles;
(i) Lack of secure, lockable compound provided for the bicycle spaces;
(j) Lack of electric vehicle charging facilities;
(k) Poor internal amenity, including insufficient bedroom size, and extent of ventilation;
(l) Lack of dwelling diversity;
(m) Impacts to the neighbourhood character of the surrounding area;
(n) Impacts on infrastructure (including transport infrastructure);
(o) Amenity impacts associated with the construction of the development, including noise impacts, traffic and damage to property and vehicles in the area;

111. The application was amended pursuant to Section 57A of the *Planning and Environment Act 1987* on 08 July 2022 (refer to paragraphs 4 and 5 for a description of the key changes made).

112. The amended plans were re-advertised under the provisions of Section 57B of the *Planning and Environment Act 1987* by 179 letters sent to surrounding owners and occupiers (including all original objectors). One additional objection was received. The grounds of this objection provided the following new ground:

(a) Identification of a typographical error in the application's Green Travel Plan.

113. Following the re-advertising of the plans, four objections were withdrawn, bringing the number objections down to 15.

Referrals

114. The majority of referral comments are based on the second section 57A plans (i.e. the decision plans). The only referral comments that are not based on the decision plans are:

(a) external wind consultant, whose comments are based on the first section 57A plans (i.e. superseded plans). There was no need to re-refer the second section 57A plans (i.e. decision plans) as these plans implemented the only recommendation from the external wind consultant.
(b) Council's external urban design consultant, whose comments are based on the originally-advertised plans (i.e. the superseded plans). Re-referral to the external urban design consultant for the decision plans was not necessary given that the decision plans responded directly to this original advice.
(c) City Works (Open Space) Unit, whose comments are based on the originally-advertised plans (i.e. superseded plans). Re-referral to this Unit was not undertaken given that the second section 57A amendment (i.e. the decision plan amendment) did not include an updated landscape plan. This is discussed further under the *On-Site Amenity (Clause 58)* section of this report.

External Referrals

115. The application was not required under Clause 52.29-04 and Clause 66.03 to be referred under Section 55 of the Act to Head, Department of Transport. On 13 December 2022, the referral authority confirmed no objection to the proposed application subject to the following condition and note:

> **Condition**
> *Prior to commencement of use all disused or redundant vehicle crossings must be removed, and the area reinstated to the satisfaction of the Responsible Authority and at no cost to the Head, Transport for Victoria.*
>
> **Note**
> *Separate consent may be required from Head, Transport for Victoria under the Road Management Act 2004 for buildings and works undertaken outside the title boundary within a Transport Zone 2 (Johnston Street). Please contact Head, Transport for Victoria prior to commencing any works.*

Consultant Referrals

116. The application was referred to the following consultants:
(a) External urban design consultant (Kinetica);
(b) External wind consultant (MEL Consultants).
(c) External acoustic consultant (SLR)

117. Referral responses/comments have been included as attachments to this report.

Internal Referrals

118. The application was referred to the following units within Council:
(a) Engineering Services Unit;
(b) ESD Advisor;
(c) Waste Unit;
(d) City Strategy (Open Space) Unit;

(e) City Works (Open Space) Unit
(f) Strategic Transport Unit, and;
(g) Urban Design Unit (public realm only).

119. Referral comments have been included as a single, combined attachment to this report.

OFFICER ASSESSMENT

120. The primary considerations for this application are as follows:
(a) Policy and strategic support;
(b) Built form;
(c) On-site amenity (including Clause 58);
(d) Off-site amenity;
(e) Car parking, vehicle access, traffic, loading and waste;
(f) Bicycle facilities; and
(g) Objector concerns.

Policy and Strategic Support

121. The proposal has strong strategic planning policy support at both State and local levels. The subject site is within the C1Z and forms part of the Johnston Street Neighbourhood Activity Centre (NAC). The key purposes of the C1Z are:

(a) *To create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses;* and
(b) *To provide for residential uses at densities complementary to the role and scale of the commercial centre.*

122. The PPF and LPPF at Clause 11.03-1S and at Clause 21.04-2 encourage the concentration of retail, residential, commercial, administrative, entertainment and cultural developments into activity centres that are highly accessible to the community and support the long-term viability of activity centres.

123. Clause 11.03-1R (Activity Centres – Metropolitan Melbourne) and Clause 21.04-2 encourages development and growth in and around activity centres, with the Johnston Street NAC location supporting more intensive development. This is evident in the emerging mid-rise character along Johnston Street.

124. The PPF at Clause 16.01-1R requires management of the supply of new housing to meet population growth and create a sustainable city by developing housing and mixed use development opportunities in locations that are in a NAC (especially those with good public transport connections).

125. Consistent with the zone, the use of the land for office and retail does not require a planning permit and only the use of the land for dwellings (due to the frontage condition not being met) and buildings and works are triggered by the zone and overlay provisions. This indicates strategic support for retail and office uses within the precinct, which will continue to provide activation along Johnston Street at both ground and first floor and along the proposed laneway at ground level.

126. The development provides opportunities for new employment within the proposed retail and office spaces, consistent with clause 17.01-1S (Diversified Economy) and clause 17.02-1S (Business). These provisions, along with clause 21.04 (Land Use), recognise and support land uses and development that contributes '*to increase the number and diversity of local employment opportunities'.*

127. At a State level, the metropolitan planning strategy *Plan Melbourne* seeks to create 20-minute neighbourhoods, where people can access most of their everyday needs (including

employment) within a 20-minute walk, cycle or public transport commute. These neighbourhoods must be safe, accessible and well connected for pedestrians and cyclists.

128. The site fulfils these criteria as it is within the Johnston Street NAC which, as previously described, provides a wide range of retail, community and hospitality offerings with good public transport services including direct access to bus services on Johnston Street and Victoria Park Railway Station (400m west). The site is also within 100m of the office / industrial precinct that runs between Trenerry Crescent and the Yarra River.

129. This site context thereby encourages the use of alternative modes of transport to and from the site rather than the reliance on motor vehicles. This is encouraged by clauses 18.02 – *Movement Networks*; 21.06-3 – *The Road System and Parking*; and 21.03 – *Vision* of the Scheme.

    Further, the site is located within proximity to a comprehensive cycling network; with the Main Yarra Trail (250m northeast) and the 'Copenhagen-style' bicycle lanes established along Wellington Street (1km west), both of which are highly utilised commuter routes for cyclists.

130. This proposal is further supported by the DDO15, which has a future vision of mid-rise development for the Johnston Street NAC. The proposed development also largely complies with the built form controls contained within the DDO15, giving further evidence of the strategic support for higher densities in this part of the municipality. Local policy at Clause 21.12 provides a strategic vision for the Johnston Street NAC and states that *more prominent, well-designed and contemporary built form character will emerge with well-designed buildings with well-activated ground floor frontages and articulated façades*

131. In light of the above considerations, the proposed development of the site for a mid-rise office development is considered to have strong strategic support. However, such strategic direction must be balanced against site constraints, the local built form context, the proposed architectural response and the potential for off-site amenity impacts. These aspects of the development will be discussed in the following section of this report.

Built Form

132. This section of the report considers the built form of the proposed development and is guided principally by the DDO15 at Clause 43.02-17. This assessment is also based upon the decision guidelines of the Commercial 1 Zone at clause 34.01-7 and local policy at clauses 21.05 – Urban design; 22.05 – Interface Uses Policy and 22.10 – Built form and design policy.

133. These provisions and policies seek a development that responds to the existing or preferred neighbourhood character and provides a contextual urban design response reflective of the aspirations of the area. Particular regard must be given to the site context, building height, massing, architectural response, the pedestrian experience and the development's interface with sensitive uses. These will be considered in the following paragraphs.

Site Context

134. As outlined earlier within this report, built form in the immediate area is mixed, with an emergence of contemporary, higher-scale development evident in the commercially-zoned strip along Johnston Street. These developments are interspersed throughout a streetscape that is defined by hard-edged commercial buildings, typically provided with 0m street setbacks.

135. To the north on the opposite side of Little Turner Street, land is residential and defined by dwellings of one-two stories situated on narrow allotments. The most proximate dwellings are Nos 89 – 99 Turner Street, the majority of which have south-facing areas of SPOS that address Little Turner Street. Clauses 22.05, 22.10, the DDO15 and the decision guidelines of

the zone require that new development respond appropriately to sensitive residential interfaces.

136. The proposal has responded through a four-storey (12.3m high) northern boundary wall (noting that the fourth storey setback 0.4m from the rear boundary) with upper levels set back in a simple, staggered alignment with northern setbacks increasing as the development ascends from Level 04 to 08. This design response acknowledges Little Turner Street as the border between the commercially-zoned land along Johnston Street and the residential context to the north. A more detailed assessment of amenity impacts to the residential interfaces will be provided in a latter section of this report.

137. As outlined previously, there is no dispute that strategically the subject site is well-located for a higher-density development, being located in the C1Z within the Johnston Street NAC, with excellent access to cycling networks, public transport, services and facilities. Based on these attributes, it is a reasonable expectation that this site will experience intensification in use and development.

Heritage

138. The subject site is not affected by a heritage overlay and as such, no consideration is warranted for the proposed demolition of the existing building on site (as this does not trigger a planning permit).

139. North of the subject site (opposite Little Turner Street) is the Victoria Park Heritage Precinct (Schedule 337 to the Heritage Overlay) which comprises single and double-storey buildings of the Victorian and Edwardian eras. The DDO15 encourages heritage buildings along Johnston Street to be preserved and respected through appropriate development, however the DDO15 does not identify any need to respond to heritage buildings outside the Johnston Street NAC. Notwithstanding this, the proposed development will have little impact on the heritage precinct given that the subject site is separted from the heritage precinct by Little Turner Street. Little Turner Street does not have an appreciable heritage streetscape, instead it is defined by back-of-house buildings and contemporary in-fill development. The contributory elements of the heritage precinct are seen in the Turner Street streetscape, further north. As such, the proposed development will not obscure views of the heritage precinct.

140. Part of the development will be visible (in long range views) from Turner Street, however this will not affect the significance of the heritage precinct as the development will clearly read as a separate, contemporary building away from the precinct.

Building Height

141. The development proposes a solid built-form height ranging from four storeys (podium to Little Turner Street) to five storeys (podium to Johnston Street) and up to a total building height of 27.04m (31m including roof services). The development has been assessed against the building height controls of the DDO15 in the table below.

Item	DDO15	Proposal	Complies?
Preferred maximum building height	24m	27.04m	No
Mandatory maximum building height (excluding roof level services)	31m	27.04m	Yes
Preferred maximum street wall height (Johnston Street)	15m	18m	No
Mandatory maximum street wall height (Johnston Street)	18m	18m	Yes

Preferred rear interface (northern boundary wall height)	11m	12.3m*	No

*note that the height of the level 04 northern wall is included in this height given its shallow setback of only 0.4m from the northern boundary.

Building Height – Overall Height

142. As demonstrated above, the development, with a building height of 27.04m, complies with all mandatory height controls set out in the DDO15. The development however, seeks to exceed the preferred building height (24m) by 3.04m, the preferred Johnston Street wall height (15m) by 3m and the preferred rear interface wall height (11m) by 1.3m. The DDO15 states that a permit should not be granted to exceed the preferred maximum building height unless the following criteria are met:

    (a) *The building elements permitted by the proposed variation satisfy the design objectives of Clause 1.0 and the provisions of Clause 21.12–1.*
    (b) *The proposal will achieve each of the following:*
        (i) Housing for diverse households types.
        (ii) Universal access.
        (iii) Communal or private open space provision that exceeds the minimum standards in Clauses 55.07 and 58.
        (iv) Excellence for environmental sustainable design measured as a minimum BESS project score of 70 per cent or 5 Star Green Star Standard.
        (v) Greater building separation than the minimum requirement in this schedule.
        (vi) No additional amenity impacts to residential zoned properties, beyond that which would be generated by a proposal that complies with the preferred maximum building height.

143. With regard to (a), the proposed height is supported by part 1.0 of the DDO15 as it is mid-rise and at nine storeys, it sits within the nominated range of 5 – 10 storeys. The proposal also provides a strong activation of the public realm and equitable development opportunities for nearby sites, as discussed in a latter section of this report. The proposed height is also supported by the provisions of clause 21.12, which envisages that in this area *a more prominent, well-designed and contemporary built form character will emerge with well-designed buildings with well-activated ground floor frontages and articulated façades…* [with]… *taller built form set back from the main façades.* Furthermore, Council's urban design consultant was supportive of the proposed building height itself.

144. With regard to (b)(i), the development provides for diverse household types by providing a mix of apartment size, with 20 one-bedroom apartments, 14 two-bedroom apartments and 12 three-bedroom apartments.

145. With regard to (b)(ii) and (iii), the *On-Site Amenity* section of this report confirms that the development will exceed the minimum requirements prescribed by the *Accessibility*, *Private Open Space* and *Communal Open Space* objectives of Clause 58.

146. With regards to (b)(iv), the proposal (with a BESS score of 72%) will exceed the nominated target of 70%, thus demonstrating 'ESD excellence'.

147. With regards to (b)(v), the minimum building separation outlined in the DDO15 is 4.5m where a habitable room window is proposed. The proposal includes a number of habitable room windows facing each side-adjoining property and has provided side setbacks of between 4.61m to 5m for these windows, thus exceeding the minimum building separation outlined by the DDO15.

148. With regards to (b)(vi), the nearest residentially-zoned dwellings are at Nos. 87 – 101 Turner Street, to the north of the subject site. The proposed building height (27.04m) will not cause

any significant additional amenity impacts when compared to the preferred building height (24m). More specifically:

(a) Given that the subject site is to the south of the nearest dwellings on Turner Street, the proposed building height will not generate any additional overshadowing;

(b) Daylight to the south-facing windows of the northern dwellings will not be unduly compromised by the proposed building height as the development exceeds the requirements of Clause 55 (ResCode) as it relates to protecting daylight access. This is explored in more detail in the Off-Site Amenity section of this report.

(c) The difference in visual bulk impacts between the proposed development and a development of the preferred building height will be negligible. Firstly, the design response has minimised visual bulk impacts by providing a staggered form across the northern upper levels and has proposed a building height of 27.04m, less than the mandatory maximum of 31m. Roof level services (with a maximum height of 31.01m) have been set back generously from the northern boundary with the taller services set back further again which will ensure minimal (if any) views of the roof level services from the areas of SPOS.

Secondly, three out of five properties (Nos. 95, 97 and 99 Turner Street) to the north have garages or carports fronting Little Turner Street which will limit views of the upper levels from their respective areas of SPOS. Taking No. 93 Turner Street as the worst-case visual bulk scenario (this dwelling has a long, unobstructed SPOS), a 1.7m high figure standing at the centre point of the SPOS would have only a very limited view of the development above the preferred 24m height. This is demonstrated at figure 11 below. This limited additional visual bulk is considered to be appropriate for a dwelling that interfaces with land in the C1Z. Notwithstanding these considerations, a condition will require the northern balconies at level 08 to be reduced in scale in accordance with the sketch plans received by Council on 07 February 2023, which will further lessen visual bulk impacts from this top level (refer to *Massing* sub-section for a discussion on this).



Figure 11: Sightline diagram comparing proposed visual bulk impacts to that of a building with the preferred building height (24m) (applicant submission with edits by Planning Officer, February 2023).

149. In light of these considerations, the proposed building height is supported against the above criteria. The development will achieve high ESD performance and excellent internal amenity whilst imposing no unreasonable amenity impacts, in accordance with the DDO15. Council's external urban designer raised no issue with respect to the proposed overall height. The proposed overall height (27.04m) is also consistent with recent approvals in the area including:

(a) No. 316 – 322 Johnston Street (apartment building with a height of 27.32m);
(b) No. 350 – 356 Johnston Street (office building with a height of 28.5m)
(c) No. 344 Johnston Street (apartment building with a height of 25.7m)
(d) No. 329 Johnston Street (apartment building with a height of 25.9m)

Building Height – Johnston Street Wall Height

150. With respect to the Johnston St street wall height (18m), this 3m exceedance of the preferred street wall height (15m) is supported given that this part of Johnston Street is defined by large commercial sites and has no immediate heritage context (the nearest heritage building on Johnston Street is at No. 325 Johnston Street, on the opposite side of the street, approximately 90m south east of the subject site). Furthermore, the proposed height is compliant with the mandatory height control of the DDO15 (18m) and will not result in any equinox footpath shadowing on the opposite side of Johnston Street. Council's external urban design consultant was also supportive of the proposed street wall height to Johnston Street, stating that:

> *With no immediate heritage context, the proposed street wall at 18 metres is assessed to be an appropriate response to DDO15 and the emerging robust built form character.*

151. The street wall height also matches the Johnston Street wall height of the approved development at No. 350 – 356 Johnston Street, which is located 100m west of the subject site.

Building Height – Rear Interface Height

152. The proposed rear interface height (four storeys or 12.3m) does not comply with the preferred rear interface height of 11m, however is supported for the following reasons:

(a) Four out of seven of the nearby residential properties have garages or carport constructed to their rear boundaries, reducing visual bulk impacts when viewed from their respective areas of SPOS;

(b) The rear interface wall does not extend along the full width of the site; with side setbacks of 4.85m from both the eastern and western boundaries proposed, providing visual relief when viewed from the north;

(c) The design response has further minimised visual bulk impacts through the provision of two open balconies at the northern end of level 03. These balconies have a balustrade height of approximately 10.3m and are thus lower than the preferred height of 11m (refer to figure 12 below). This design response creates a sense of openness when viewed from the residential properties to the north and on balance, together with the non-compliant sections, is a built form result that is consistent with the design objectives of the DDO15.

(d) The non-compliant sections of level 03 (shown in blue at figure 12 below) are provided with a mix of materials (including hit and miss brickwork, and concrete cladding in both grey and red colours) which will create articulation across these facades.

(e) The non-compliant sections seek a variation of only 1.3m from the preferred maximum which is not a significant departure and would be visually imperceptible in this building massing.

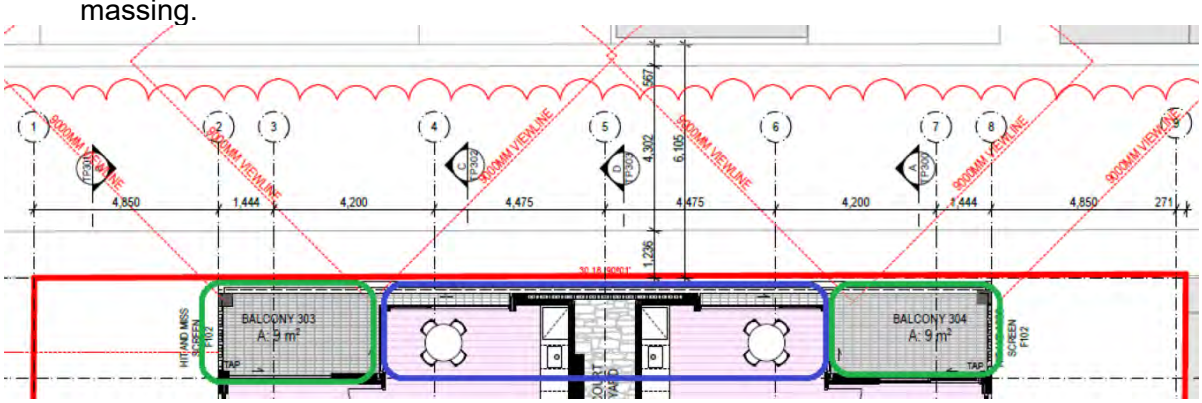


Figure 12: The development's non-compliance with the rear interface height control (11m) only relates to the area shown in blue outline (Applicant submission with Planning Officer edits, February 2023)

Building Height – Roof Level Services

153. The roof level services (including stairwell, lift overrun, screened plant area and hot water pump) have a height ranging from 28.93m to 31m (compliant with the mandatory maximum height of 31m), however two small components (two roof level exhausts) exceed 31m, with a height of 31.01m, these are shown at figure 13 below:

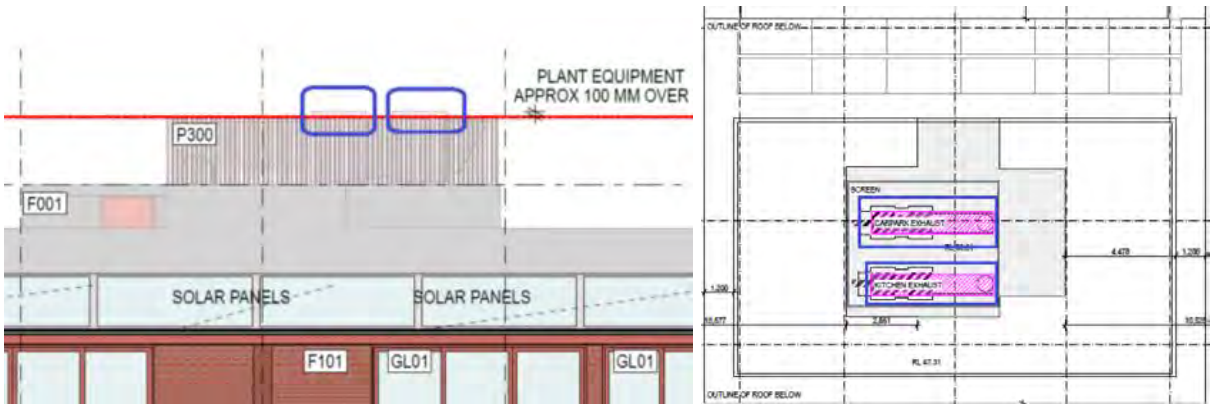


Figure 13: Extent of building services that protrude 0.01m above the mandatory 31m height control of the DDO15 (Applicant submission with Planning Officer edits, February 2023)

154. In order for a permit to be granted, the DDO15 requires that non-compliant roof level services meet all of the following criteria:

    (a) *Less than 50 per cent of the roof area is occupied by the equipment (other than solar panels);*
    (b) *The equipment does not cause additional overshadowing;*
    (c) *The equipment does not extend higher than 3.6 metres above the maximum building height.*

155. With regard to (a), the protruding exhausts take up approximately 10% of the roof area.

156. With regard to (b) the exhausts are only 0.01m above the height of the roof level services and are set back from the plant screening, which will ensure that the exhausts do not result in additional overshadowing outside the subject site.

157. With regard to (c), the exhausts are only 0.01m above the maximum building height (31m). Thus, the 0.01m protrusion outside the mandatory maximum building height is permitted under the DDO15. Furthermore the roof level services in general have been designed to minimise visual bulk from the public realm through the use of materials that integrate with the development (including concrete in a natural finish and powdercoated metal cladding in a red colour) and by providing the taller service components (lift overrun, stairwell and plant room) with generous setbacks from the building façade lines of the level below (level 08).

    For these reasons, the height and design of the roof level services is supported and in accordance with the design requirements of the DDO15.

Massing

158. The massing typology of the proposed development is based on podiums presenting to Johnston Street (five storeys) and Little Turner Street (four storeys). The mid and upper levels are set back from the northern boundary in a staggered alignment, away from the residential interface to the north. To the south, the mid and upper levels are provided with setbacks ranging from 5m to 7.33m. The development has been assessed against the DDO15 massing controls in the following table:

Item	DDO15	Proposal	Complies?
Preferred min. mid level setback (Johnston St)	6m	5m	No
Preferred min. upper level setback (Johnston St)	45 degrees above 18m	Modest protrusion outside 45 degree line	No

Preferred min. upper level setback (Little Turner St)	45 degrees above 11m	Modest protrusion outside 45 degree line	No
Building projections	*Projections such as balconies and building services must not intrude into a setback*	Refer to discussion below – with conditions, the proposal will comply	Yes (with conditions)

159. As shown in the table above, the proposal seeks some variation to the preferred massing controls. The building projections control (which is a mandatory requirement) will be assessed first.

160. The control requires that projections such as balconies and services must not intrude into a setback. In cases where a proposed wall of a building is non-compliant with a preferred DDO15 setback, the setback of any service or balcony must not be less than the setback proposed by the wall of the building. In the case of the subject development, this means that the south-facing and north-facing balconies of level 08 are not permitted by the DDO15, because they sit forward of the respective walls and do not comply with the 45 degree setback requirements of the DDO15. The prohibited components of the level 08 balconies (as well as the roof level services) are shown below at figure 14.

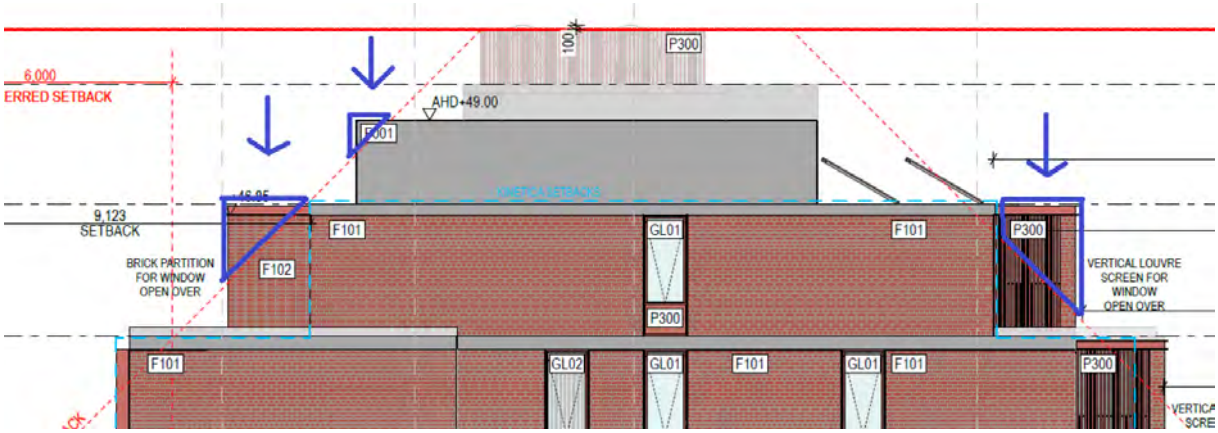


Figure 14: Extent of level 08 balconies and roof service screening that is prohibited by the DDO15 (Applicant Submission with Planning Officer edits, February 2023)

161. To address this issue, the permit applicant submitted sketch plans which reduce the extent of the balconies (as well as the front section of roof service screening) so that they fully comply with the 45 degree setback requirement of DDO15, as shown at figure 15 below. A condition will require this change in accordance with the sketch plans. The remainder of this *Massing* assessment will consider the sketch plan for ease of reference.

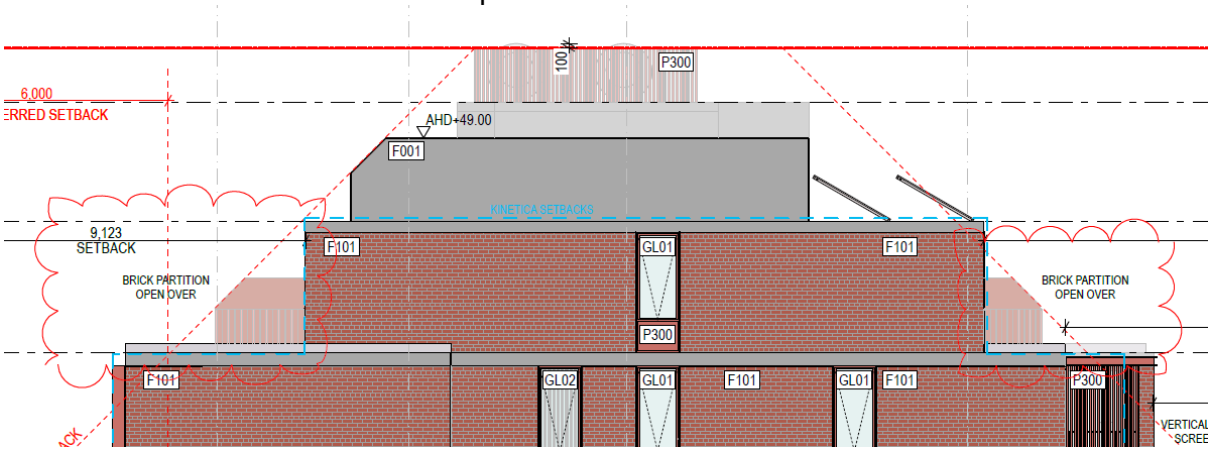


Figure 15: Reduced extent of level 08 balconies and roof service screening proposed by the sketch plans (Applicant Submission, February 2023)

162. The mid-level setback to Johnston Street (5m) is less than the preferred minimum setback (6m), however this is supported given:

    (a) The proposed mid-level setbacks will not result in any equinox overshadowing to the southern footpath of Johnston Street;
    (b) 5m is a substantial separation between the Johnston Street podium and mid-levels, and seeks a variation of only 1m from the preferred mid-level setback requirement;
    (c) The design response achieves a high-quality architectural outcome and provides for a number of public realm improvements as discussed throughout this report, consistent with the DDO15;
    (d) The design response provides generous side setbacks across the mid and upper levels, ranging from 3m to 4.96m which will mitigate visual impacts when viewed from the public realm and will ensure views to the sky are retained;

163. With respect to the upper level setback requirements (45 degree line from Johnston Street and Little Turner Street), the extent of variation as proposed by the sketch plan is shown by figure 16 below.

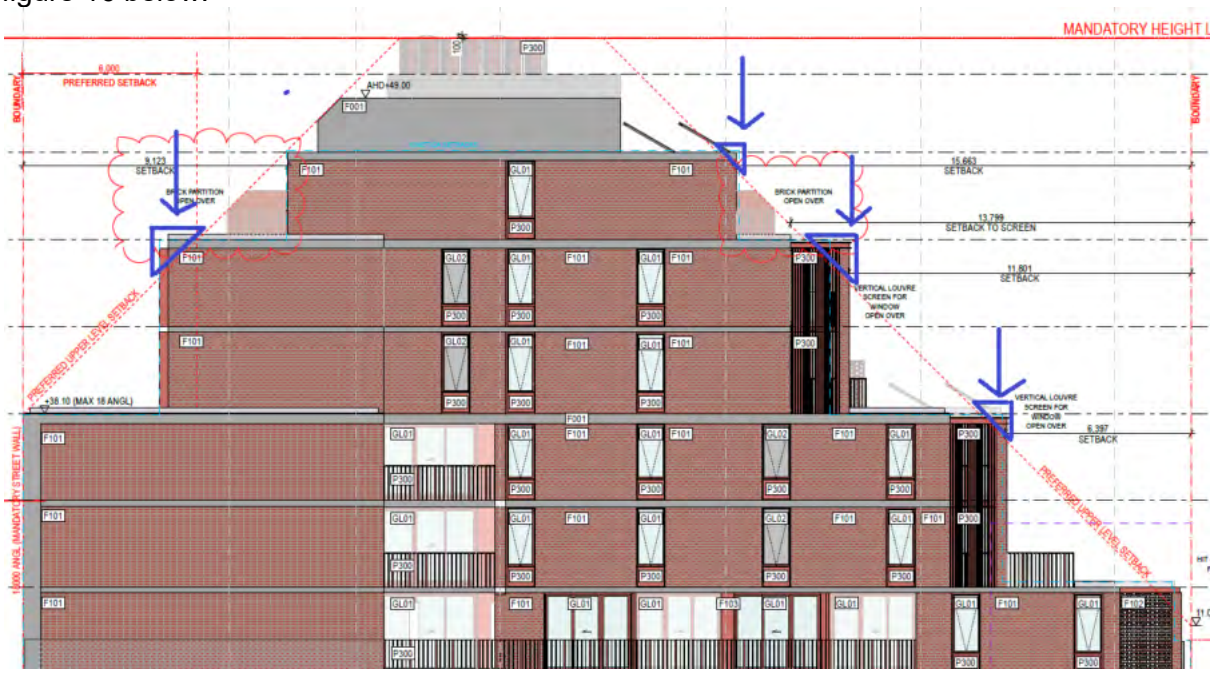


Figure 16: Blue outline showing extent of variation to the preferred upper level setback built form controls (Applicant submission with Planning Officer edits, February 2023)

164. These protrusions are considered to be modest departures from the preferred 45 degree setback requirements that will not affect the architectural composition of the building, nor will they create unreasonable visual bulk impacts as explored in the *Building Height* sub-section of this report.

165. The built form outcome proposed by the sketch plan is also largely consistent with the massing advice from Council's external urban design consultant, who reviewed the originally advertised (i.e. superseded) plans and recommended increased setbacks in accordance with the DDO15.

166. More specifically, the north-facing protrusions are supported for the following reasons:

    (a) The design response has mitigated visual bulk impacts through a mix of complementary materials including concrete in a natural finish (grey colour), snap brick cladding (red colour) and hit-and-miss brickwork (red colour).

(b) As discussed in the previous paragraphs, visual bulk impacts will be mitigated by the generous side setbacks proposed, which exceed that specified by the DDO15;
(c) The proposed variations are consistent with those of the approved development at No. 350 – 356 Johnston Street, which also has abuttal with dwellings to the north.

167. With respect to the south-facing protrusions, these are specifically supported for the following reasons:

(a) The height of the Johnston Street podium (18m in accordance with the mandatory maximum height specific by the DDO15) will assist in obscuring views of the upper levels from the public realm;
(b) As discussed prevouisly, the built form outcome achieves a sense of openness when viewed from Johnston Street through generous side setbacks, ground floor setback areas and a high quality architectural treatment in accordance with the DDO15;
(c) The protrusions from the 45 setback line will not result in any equinox overshadowing of the southern footpath of Johnston Street.

168. Subject to the reduction in built form shown by the sketch plans, the proposed massing response is in accordance with the DDO15 and will contribute to a well resolved built form outcome.

Public realm and pedestrian response

169. This principle requires the design of interfaces between buildings and public spaces to enhance the visual and social experience of the use. Guidance on public realm outcomes is found at clause 22.10 as well as the design objectives and part 2.10 (street frontage requirement) of the DDO15. Standards D5, D9 and D19 of Clause 58 also relate to public realm outcomes with respect to the residential components of the development.

170. Along the Johnston Street frontage, a high quality public realm response is proposed. The majority of the frontage is dedicated to glazed (i.e. active) frontages which provides for passive surveillance of the street via the commercial tenancies facing Johnston Street. This is an outcome pursued by the street frontage requirements of the DDO15. The design response has effectively incorporated only small sections of the frontage for services. As will be discussed in the *Architectural Quality* sub-section of this report, a condition will require a Façade Strategy to ensure (inter alia) that the façade services are well designed. A high proportion of fenestration at level 01 above will also provide for passive surveillance from the Office (Medical Centre).



Figure 17: Ground floor (and level 01) response to Johnston Street (Applicant submission, July 2022)

171. The Office (Medical Centre) entrance and lobby (located at the western end of the Johnston Street frontage) is well proportioned and provided with glazing to provide a good sense of address. The provision of this separate entrance for the Office (Medical Centre) use is also supported by the Standard D19 of Clause 58 (Building entry and circulation objectives) which encourages residential and commercial entrances to be separated where possible.

172. The residential entrance (located at the eastern end of the Johnston Street frontage) is generously sized with a width of 2.5m ensuring sufficient space to enable both pedestrian

movements and a good sense of address. This entrance is provided with a visually permeable, full-height gate, constructed of powder-coated metal in a red finish which will integrate this part of the ground floor façade with the architecture of the development. The visually-permeable gate is also beneficial for ensuring views through to the residential lobby. The plans do not clarify the percentage of visual permeability; thus a condition will require the gate to have a minimum visual permeability of 50%, this being a proportion that allows views through into the building.

173. The response to Johnston Street is further enhanced through the provision of a consistent 0.6m setback at ground floor (excluding side boundary walls and five structural columns). This will provide additional space for pedestrian movements along Johnston Street, including for patrons of the proposed commercial tenancies.

174. A canopy is proposed along the Johnston Street frontage with a depth of approximately 1.8m and a footpath clearance height ranging from 4.1m to 4.5m (all dimensions scaled). This is a positive urban design outcome as it will provide weather protection for pedestrians using the footpath. The footpath clearance height is also supported, noting that the minimum stipulated by clause 22.04 (Advertising Signs Policy) is 2.7m to enable sufficient space for users of the footpath. Council's Engineering Services Unit did not raise any issue with proposed canopy.

175. The canopy is proposed within land zoned Transport Zone 2 and the applicant has provided written consent from the Department of Transport, consistent with the requirements of clause 36.04-3. As discussed under the *Street Trees* section of this report, a condition will require the canopy to be reconfigured to enable continued growth of the two street trees along the subject site's street frontage. The plans fail to show dimensions of the canopy; thus conditions will require the following dimensions to be shown on the plans:

    (a) Footpath clearance height;
    (b) Canopy depth outside title boundaries;
    (c) Setback of canopy from street kerb (the condition will stipulate that a minimum setback of 750mm from the kerb be provided to ensure no conflict with street / parking signs).

176. Council's external urban design consultant (in review of the original, superseded plans) recommended that the residential entrance off Johnston Street be widened and that the extent of the footpath canopy be increased. Both of these recommendations were incorporated into the section 57A plans (i.e. decision plans).

177. Council's Urban Design Unit reviewed the section 57A (i.e. decision plans) and were supportive of the response to Johnston Street subject to the following recommendations being included on the plans:

    (a) Clarification of the ground surface material finish proposed for the ground floor setback area;
    (b) Fire booster reconfigured to enable the service doors to be pinned back 180 degrees so that they do not obstruct the footpath when in use.

178. These recommendations will be pursued by way of conditions.

179. The development also achieves a good public realm response along the Little Turner Street frontage through the provision of:
    (a) Glazed (i.e. active) frontages associated with the shop tenancy;
    (b) Landscaping which adds a sense of visual interest and a softening of the built form;
    (c) A ground floor setback ranging from 0.45m to 0.8m, providing space for pedestrians;
    (d) Fencing and entry gate provided with a setback of 1.72m to enable space for residents / patrons / visitors to arrive at the site;

180. A substation is proposed to front Little Turner Street however this will only take up 3.5m of the street frontage and is thus supported. The doors of the substation have been designed so that they do not obstruct Little Turner Street when open. As detailed in the *Architectural Quality* sub-section of this report, a Façade Strategy will require high level details of the ground floor façade services to be shown, ensuring that they are designed to integrate effectively with the architecture of the building.

181. Vehicle access has been provided off Little Turner Street, with a double-width access door towards the western end of the northern boundary. This ensures that vehicles do not interrupt the pedestrian experience along Johnston Street. In addition, the existing, single-width vehicle crossover to Johnston Street will be removed and replaced with footpath which will improve the pedestrian experience along Johnston Street.

182. Vehicle access from Little Turner Street is also supported by the DDO15, which discourages access off Johnston Street and calls for access to be made from s*ide streets or laneways where practical*. As will be discussed in a later section of this report, Council's Engineering Services Unit confirmed that vehicle access from Little Turner Street is supported from a traffic perspective, noting that Little Turner Street (at 6.1 wide) is significantly wider than a typical laneway in Yarra. The design of the vehicle access door is well resolved, finished in powdercoated metal in a red colour, and is consistent with the aesthetic of the development itself.

183. Council's Urban Design Unit were supportive of the public realm response to Little Turner, however recommended that the height and visual transparency of the fence to Little Turner Street be clarified. This will be facilitated by way of condition. The condition will require that the fence have a minimum visual transparency of 50% to ensure views into the development are possible and to enable passive surveillance opportunities to Little Turner Street. A condition will also require that details of lighting at the rear entrances be clarified.

184. The plans show a thick black line on east and west elevations that appears to be a depiction of adjacent development. This line extends outside of title boundaries. It is considered that this line is not necessary and creates confusion (i.e. it could be perceived as being associated with the proposed development) and thus will be removed by condition.

185. Based on the above considerations, the presentation of the development to the public realm is well designed and will provide a positive interface with the street in accordance with the DDO15.

Architectural quality

186. Policy at clause 15.01-2S encourages high standards in architecture and urban design, whilst clause 22.10 encourages the design of new development to respect (amongst others) the pattern, spatial characteristics, fenestration, roof form and materials of the surrounding area. The design objectives and decision guidelines of the DDO15 call for developments that are well articulated and employ a high standard in architectural design.

187. As outlined earlier, there is an emergent character of higher built form in the Johnston Street NAC. These developments typically provide robust, rectilinear designs, high proportions of glazing across facades, and roof forms that are either flat or pitched in a contemporary fashion.

188. The proposed materials include:

    (a) Concrete cladding (F001) in a natural finish (grey colour) applied across the development including selected podium walls, roof plan screening and side boundary walls at ground floor, level 01 and level 02;

(b) Brick snap cladding (F101) in a red colour applied to the majority of east and west-facing facades (including boundary walls), selected sections of the north-facing facades of all levels and across the south-facing facades including a high proportion of the south-facing walls of levels 06, 07 and 08 and selected sections of the south-facing facades of the Johnston Street podium.
(c) Hit and miss brickwork (F102) in a red colour applied to the central section of the northern facades at levels except for level 08 and roof level;
(d) Concrete in a red colour (F103) applied in limited proportions across all elevations;
(e) Powdercoated metal cladding (P300) applied primarily to the ground floor and first floor facades of the Johnston Street podium, the ground floor façade to the Little Turner Street podium as well as the screening surrounding the exhausts above the lift core at roof level;
(f) Glazing including clear, double glazing (GL01) and translucent glazing (GL02).

189. The use of concrete in a natural finish at the Johnston Street podium ensures that this form is read as a distinct base, contrasting against the mid and upper level forms fronting Johnston Street, which are largely composed of metal cladding and snap brick cladding (red colour). The ground floor façade to Johnston Street differs from the rest of the podium in that a high proportion of metal cladding (in a red colour) is employed. This is effective in attracting the pedestrian line of sight back to ground floor and is complementary to the proposed ground floor setback areas along the Johnston Street frontage.

190. Given the extensive width of the site and the predominance of grey concrete, Planning Officers have concerns about the lack of material articulation employed across the Johnston Street podium. There is a risk that the Johnston Street podium could be read as monolithic with little relief from the use of grey concrete. The sketch plans received by Council on 07 February 2023 have addressed this issue by providing a central section of the podium with the red snap brick cladding. As shown at figure 18 below, this revised materiality of the podium helps to break up the form and provides a more fine-grained aesthetic, consistent with the DDO15.



Figure 18: Johnston Street podium of the decision plans (left) and the sketch plans (right) (Applicant submission, July 2022 and February 2023)

191. A variety of materials are employed across the northern building facades, which provide a high level of articulation and assists in mitigating visual impacts to the abutting residential area. Furthermore, the use of hit-and-miss brickwork will provide a sense of animation to the façade, particularly in the evening when internal lights are used.

192. Given the generous side setbacks proposed, the development does not have a high proportion of boundary walls, which reduces the risk of visual impacts arising from these forms. Nevertheless, the materiality of these boundary walls is well resolved with a mix of grey concrete and red brick snap cladding which will create a good sense of articulation. The materials used across the boundary walls have been designed to largely line up with the respective materials used in the Johnston Street and Little Turner Street podiums, ensuring

that the development will be read 'in the round', consistent with the design objectives of the DDO15.

193. In terms of architectural form, the development offers a robust, rectilinear appearance with solid street walls presenting to Johnston Street (five storeys), and Little Turner Street (four storeys). The rectilinear form of the development is consistent with the emerging character for mid-rise development in the area and provides a contemporary aesthetic. The adoption of rectangular format windows reflect the fenestration of Victorian and Edwardian-era buildings that contribute to the built form character along Johnston Street. The upper levels of the development have been progressively set back from the northern boundary to respect the interface with the residential land to the north. These progressive setbacks are provided with two levels at each progression, providing a form that is not overly tiered, avoiding a 'wedding cake' typology as encouraged by the DDO15.

194. Conditions will require a Façade Strategy which will include high detail drawings of the materials and façade systems (including ground level service and service doors). A condition will require that the Façade Strategy show details of the construction, durability and alignment of the brick snap cladding (as this material can result in a poor architectural outcome if care is not taken during the design / detail and construction stages). A condition will also require that the Façade Strategy nominate the exact product type for the brick snap cladding to Council satisfaction.

195. A separate condition will also require the project architect (MA Architects Pty Ltd) to continue to be engaged as the development progresses through to the construction stages. These measures will ensure that a high level of architectural quality is achieved.

Commercial Floor Space

196. At part 2.11, the DDO15 prescribes that buildings should be designed to accommodate commercial activity at the lowest two levels, with a preferred minimum floor-to-floor height of 4m for these levels. The proposed development achieves these directives with commercial floor space taking up the majority of the ground floor and the front 40% of level 01. These commercial tenancies are provided with a floor-to-floor height of 4.5m, which exceeds the minimum of 4m prescribed by the DDO15. The rear, ground floor shop tenancy has a lower floor-to-floor height of 3.3m however this is supported given the small size of the tenancy and its location away from Johnston Street.

Street Trees

197. The subject site has two semi-mature street trees along its frontage to Johnston Street. The proposed Johnston Street canopy conflicts with these street trees. Council City Works (Open Space) Unit recommended that the canopy be reduced in extent so that it has a clearance of 4.5m on either side of the tree trunks (i.e. a total clearance diameter of 9m around each tree). This would result in a canopy that is less effective in providing protection from weather protection (including wind protection). Instead, a condition will require the canopy to provide a reduced clearance of 3m on either side of the tree which would provide an opening in the canopy with a diameter of 6m for each street tree. This reduced street tree clearance is considered acceptable in this case given the commercial zoning of the land, the location within a NAC (where robust development is encouraged) and the need to provide a balance between the competing interests of street trees and public realm amenity.

198. Council's City Works (Open Space) Unit did not recommend an amenity bond for the street trees, however recommended that a Tree Management Plan be provided before commencement of works to ensure that construction works do not result in any damage to the street trees. Council's City Works (Open Space) Unit specified that the Tree Management Plan should:

    (a) Be written by an appropriately qualified arborist

(b) Reference and be in keeping with AS4970-2009 *Protection of trees on development sites*

(c) Identifies tree protection measures to ensure the long-term viability of the street trees:

(i) Shows tree protection fencing to be solid hoarding fixed to the ground that extends along the footpath the width of the canopy.

(ii) Identifies tree protection measures that protect the canopy from any damage by machinery, vehicles, construction processes.

199. The condition for a Tree Management Plan will be included.

Site coverage

200. The application proposes approximately 92% of the site to be covered by buildings, with an open area (clear to the sky) proposed along the northern section of the eastern boundary. Whilst the development does not achieve the encouraged maximum site coverage of 80% in accordance with Clause 22.10, this is acceptable given the proposed site coverage is similar to that existing on site, and to commercial buildings in proximity to the land, with hard edge development a characteristic of the Johnston Street NAC. The proposed site coverage is also consistent with the objectives of the DDO15 which calls for street walls with 0m street setbacks. Further, the provision of modest ground floor setbacks to both Johnston and Little Turner Street will help to 'open up' the built form when viewed from the public realm.

Footpath Overshadowing

201. The overshadowing controls of the DDO15 state that development must not overshadow the southern footpath of Johnston Street between the hours of 10am and 2pm on the September equinox.

202. The submitted shadow diagrams show that the development will not overshadow the southern footpath of Johnston Street between the equinox hours of 10am and 3pm, and therefore confirms compliance with the overshadowing controls of the DDO15 (refer to figures below). For these reasons, the development will not unduly affect solar access amenity to the public realm.

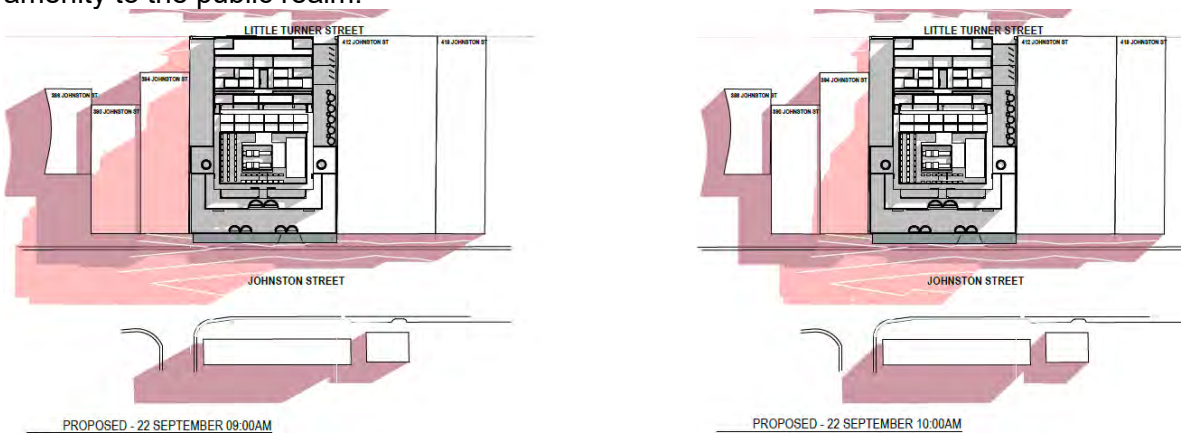


Figure 19: Proposed equinox shadows at 9am (left) and 10am (right) (Applicant submission, July 2022)

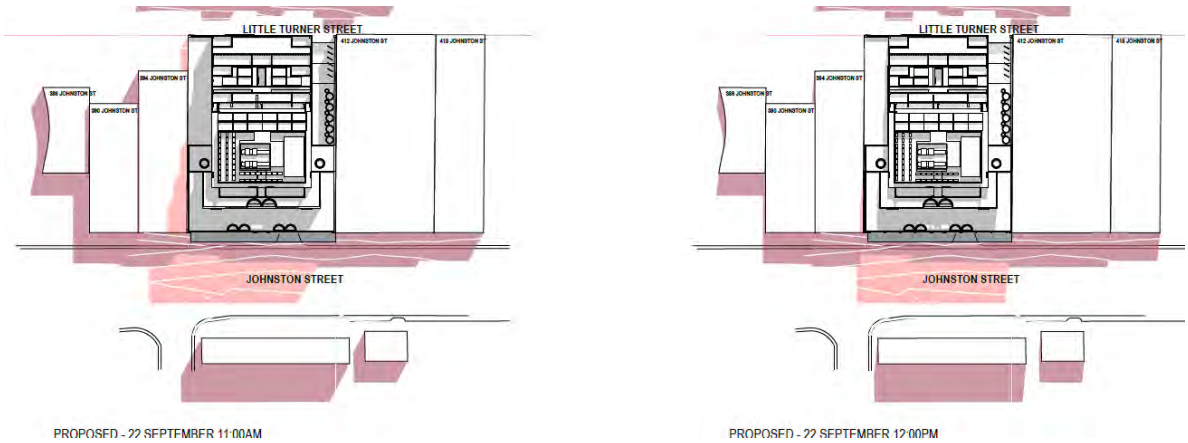


Figure 20: Proposed equinox shadows at 11am (left) and 12pm (right) (Applicant submission, July 2022)

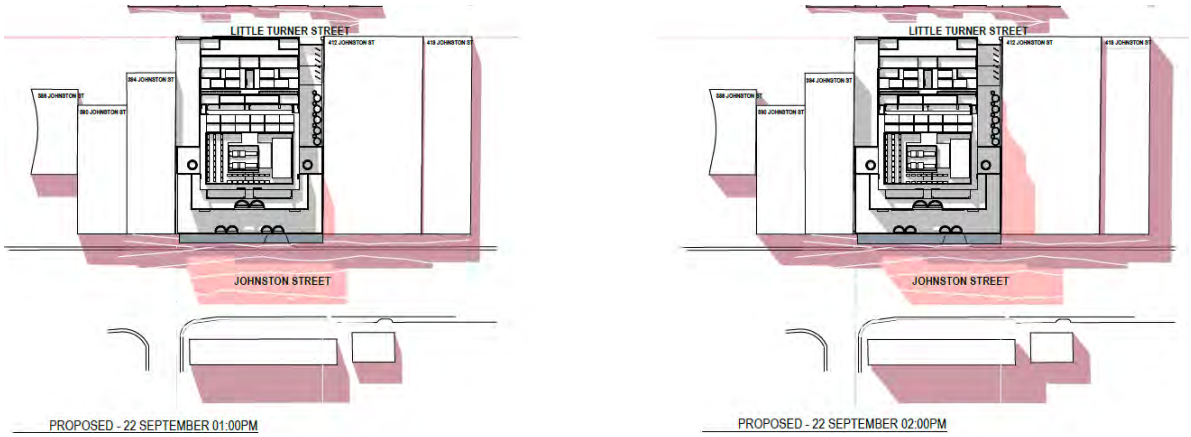


Figure 21: Proposed equinox shadows at 1pm (left) and 2pm (right) (Applicant submission, July 2022)

External Urban Design Consultant's Comments

203. As previously outlined, the external urban design consultant's comments are based on the originally advertised plans (i.e. the superseded plans). For completeness, the second section 57A amendment plans (i.e. the decision plans) will be briefly assessed against these comments in the following table:

Consultant Recommendation (based on superseded plans)	**Assessment of Decision Plans**
Set back Levels 6 and 8 an additional 6 metres and 3 metres respectively from the rear boundary.	The north-facing façade has been provided with increased setbacks from the rear boundary. Refer to the *Massing* sub-section of this report.
Set back Level 8 an additional 3m from the Johnston Street boundary.	Level 08 has been provided with increased setbacks from the Johnston Street boundary. Refer to the *Massing* sub-section of this report.
Adjust the side setbacks to meet the minimum requirements of DDO15.	The side setbacks of the development have been increased in compliance with the building separation requirements of the DDO15.
Redesign the apartments (209, 212, 307, 310, 407 and 410) on Levels 2, 3 and 4 placing their balconies on Johnston Street.	The decision plans have significantly amended the apartment configuration so that all of the apartments within the southern section of the development face south to Johnston Street, in accordance with the advice.
Provide additional width, natural light and ventilation to the internal corridors.	The decision plans provided increased width to the internal corridors as well as natural ventilation

	and daylight through the provision of operable windows.
Amend the street wall on Johnston Street by deleting the setback above Level 01 and moving the parapet to Level 05.	The Johnston St street wall has been redesigned in the decision plans in accordance with the advice.
Widen the lobby entrance on Johnston Street to create a better sense of address.	The decision plans increased the width of the lobby entrance on Johnston Street in accordance with the advice.
Revise the segmented canopy to be continuous and extended to 750mm off the kerb along Johnston Street.	The canopy has been revised to be continuous with an extended depth in accordance with the advice.
Revise the design of the Johnston Street façade to create a cohesive podium and tower format.	The Johnston Street podium has been redesigned with a higher proportion of concrete cladding in a grey colour which helps to balance against the design of the upper levels above.
Introduce an additional darker, more recessive colour to the materials palette to add further depth to the facades.	The decision plans have responded to this advice by adding powdercoated metal cladding (in a dark red colour) to selected components of the building facades, providing a sense of depth as recommended by the advice.

On-site Amenity (including Clause 58)

204. This section of the report considers internal amenity proposed by the application with Clause 58 being used for assessment. Clause 58 comprises design objectives and standards to guide the assessment of new residential development. Given the site's location within a built-up inner-city mixed-use area, strict application of the standard is not always appropriate, whether the proposal meets the objective is the relevant test. As supplementary guidance, the UDGV and ADGV are also of relevance. This section of the report will also consider relevant design objectives of the DDO15 where applicable.

205. The applicant provided Clause 58 plans and an assessment table as part of the application to assist in the assessment of the application against the standards of Clause 58. An error has been identified on the Clause 58 plans – that state the apartment Type H has four apartments, whereas the floor plans show that there are only two Type H apartments. A condition will require the Clause 58 plans to be corrected accordingly.

Standard D1 Urban context objective

206. This is addressed within the Built form, urban design and heritage section of this report. The standard and objective are met.

Standard D2 Residential policy objectives

207. This is addressed within the Policy and strategic support section of this report. The standard and objective are met.

Standard D3 Dwelling diversity

208. This objective seeks to encourage a range of dwelling sizes and types in developments of ten or more dwellings. The proposal provides a mix of apartment sizes with 46 apartments including 20 x one bedroom, 14 x two bedroom and 12 x three-bedroom apartments. The standard and objective are met.

Standard D4 – Infrastructure

209. The proposal is located within an established area with existing utility services and infrastructure; there is no evidence to suggest that the proposed development would unreasonably overload the capacity of these existing services. Furthermore, the development provides extensive building services (including a substation) to ensure that the building will be sufficiently services. The standard and objective are met.

Standard D5 Integration with the street

210. As discussed in the *Public Realm and Pedestrian Response* sub-section of this report, the development provides a good public realm response and improves the integration with the street through:
    (a) Active frontages to both Johnston and Little Turner Street frontages;
    (b) Enhancing the Little Turner Street context through landscaping and a ground floor setback;
    (c) The vehicle crossover along Johnston Street being reinstated to footpath and vehicle access provided from Little Turner Street in accordance with the DDO15; and
    (d) Provision of visually permeable residential entrance (with conditions requiring these have a minimum visual permeability of 50%).

211. The Standard and objective have been met.

Standard D6 Energy efficiency

212. Redevelopment of the site located in an existing built-up area would make efficient use of existing infrastructure and services, and the proximity of the subject site to numerous public transport modes reduces residents and visitors from relying on private vehicles. Policy at clauses 15.01-2S, 21.07, 22.16 and 22.17 of the Scheme, encourage ecologically sustainable development, with regard to water and energy efficiency, building construction and ongoing management.

213. The submitted Sustainable Management Plan (SMP) shows a BESS score of 72%, which exceeds both 'best practice' (50% BESS score) as well as 'ESD excellence' (70% BESS score). Council's ESD Advisor reviewed the submitted SMP and the development plans, commenting that the following items need to be provided in order for the proposed ESD outcomes to be achieved:
    (a) Confirm whether gas is being used at all within the building (i.e. for cooking) and discuss whether the development has potential to be 100% all electric;
    (b) Remove all ambiguous language from the commitments within the materials category;
    (c) Amend the Green Travel Plan to outline the proposed provision of end of trip facilities;
    (d) For the north-facing, ground floor planters, consider including a climbing species within the centre planter zone to eventually climb up the perforated brick façade and shade the high mass materials from excessive heat gain.

214. With respect to (a) and (b), these updates to the SMP will be pursued via condition for an amended SMP. With respect to (c), a condition will require the Green Travel Plan to be updated accordingly. With respect to (d), this is a reasonable request as it will have the combined effect of reducing heat gain and further softening the built form as it presents to the abutting NRZ interface. This will be discussed further under Standard D10 (Landscaping objective).

215. Standard D6 requires dwellings located in Climate Zone 21 (Melbourne) to not exceed the NaTHERS annual cooling load of 30mj/m2. The applicant's SMP provided cooling loads for 5 apartments identifying that no apartments exceeded an annual cooling load of 30mj/m^2 (noting that the majority of apartments have a cooling load of less than 20mj/m^2). Council's ESD Advisor raised no concern with cooling loads proposed.

Standard D7 Communal open space

216. This Standard prescribes the following provision of communal open space (COS) for apartment developments:
    (a) A development of 10 or more dwelling should provide a minimum area of COS of 30sqm;
    (b) If a development contains 13 or more dwellings, the development should also provide an additional 2.5sqm of COS per dwelling or 220 square metres, whichever is the lesser. This additional area may be indoors or outdoors and may include multiple areas.

217. The development proposes 46 dwellings and thus the minimum requirement prescribed by the Standard is 30 + (46 x 2.5) which equals 161sqm.

218. The proposal provides a total of 170sqm of communal space including an 84sqm resident lounge at ground floor and an adjacent 86sqm landscaped resident terrace, also at ground floor. This meets the requirement.

219. In terms of location, the proposed COS is well resolved and in accordance with the requirements of the Standard given that:
    (a) The resident terrace has been located close to the rear boundary, providing passive surveillance opportunities through to Little Turner Street;
    (b) A number of east-facing apartments (particularly at levels 01 – 03) will have outlook into the COS;
    (c) Given its ground floor location, the COS will not result in overlooking into apartments, which commence at level 01;
    (d) The provision of an internal resident lounge will ensure that social gatherings can be contained indoors to minimise noise impacts to dwellings. This is something that can be managed internally by the residents and/or a body corporate, if necessary.
    (e) As discussed under the *Building entry and circulation objectives,* a condition will require that the southern entrance to the residential terrace is locked for resident access only to ensure that shoppers for the rear shop tenancy do not traverse through the resident terrace in order to get to the shop tenancy.

Standard D8 Solar access to communal open space

220. The Standard prescribes that at least 50% or 125 square metres (whichever is the lesser) of the COS should receive a minimum of two hours of sunlight between 9am and 3pm on 21 June.

221. The application includes shadow diagrams for the COS at 21 June (i.e. winter solstice), which shows that the COS will have approximately:
    (a) 5% sunlight at 11am
    (b) 75% sunlight at 12pm, and;
    (c) 40% sunlight at 1pm.

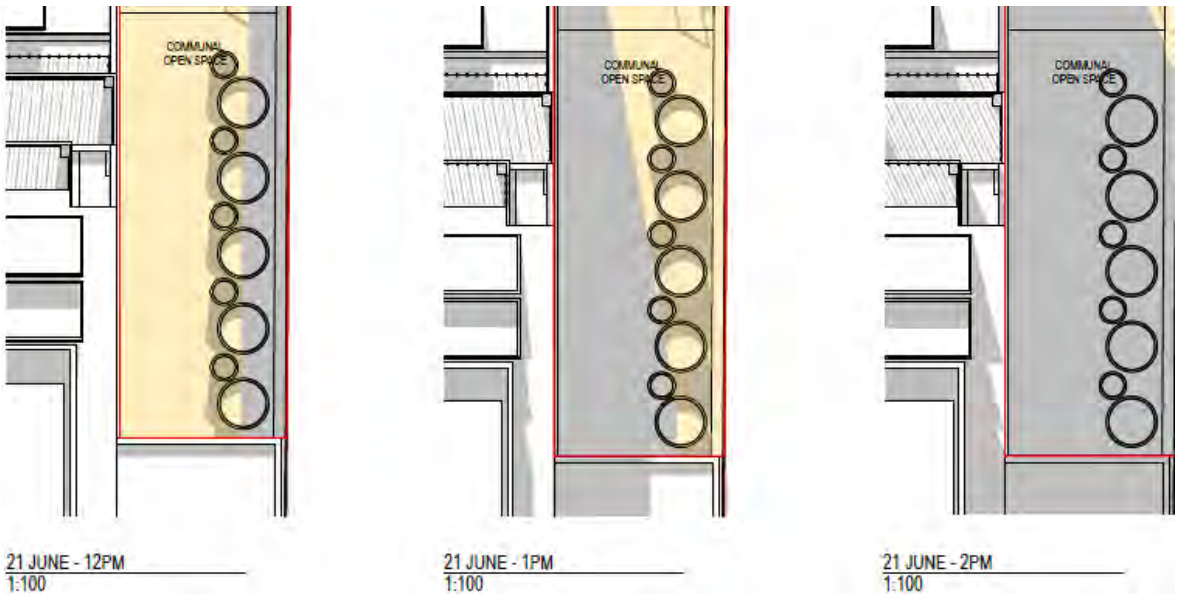


Figure 22: Winter solstice shadow diagrams for the resident terrace at 12pm, 1pm and 2pm (Applicant submission, July 2022)

222. Whilst the proposed solar access does not fully comply with the Standard (i.e. the COS has 40% solar access at 1pm instead in lieu of 50%), the high proportion of sunlight at 12pm (75%) is considered, on balance to achieve a similar level of solar amenity as anticipated by the Standard. It is relevant to highlight that the winter solstice is the worst-case scenario for solar access, meaning that at any other time during the year, solar access will be greater than that shown on the shadow diagrams. The objective has been met.

Standard D9 - Safety objective

223. As discussed in the *Public Realm and Pedestrian Response* sub-section of this report, the proposed residential entrances are well resolved; provided with setbacks from the respective street boundaries and active frontages to help 'announce' the entrances and create a sense of pedestrian safety. As mentioned previously, a condition will require details on lighting at the rear pedestrian entry and visual transparency to the gate to ensure a sense of safety for pedestrians arriving from Little Turner Street, which has a back of house context similar to a laneway. The Standard and objective have been met.

Standard D10 – Landscaping objective

224. Prior to the assessment of this objective, it is relevant to outline that the current landscape plan associated with the application relates to the originally advertised plans (i.e. the superseded plans) which has been made redundant by the second section 57A plans (i.e. the decision plans). A condition will thus require the landscape plans to be updated to reflect the layout of the approved development. The details of proposed landscaping in the following paragraphs will be based on the architectural plans of the decision plans unless otherwise stated.

225. The site has an area of 1,223sqm, and Standard D10 prescribes for this site that:
    (a) 94.6sqm (50sqm plus 20% of the area above 1,000sqm) be provided with canopy cover with at least one 'Type B' tree as per table D3 of the standard.
    (b) 91.7sqm (7.5% of site area) be provided as deep soil areas.

226. The *Apartment Design Guidelines for Victoria* (the ADGV) provides additional guidance for assessing the requirements of Clause 58. With respect to Standard D10, the ADGV states that:

    Where the deep soil standard cannot be met due to the urban context, alternative forms of landscaping should demonstrate equivalent canopy cover:

Planting over structures and green facades and roofs can assist to integrate landscape into small or constrained sites

Planters with adequate soil depth, soil quality, drainage and irrigation can support significant tree planting and climbing planting over structures to provide shade and vertical greenery

227. The proposal includes the following landscaped areas (noting that none of these areas formally qualify as deep soil areas or provide canopy cover):

(a) A total of 17sqm of landscaping at ground floor plus five large planters and five small planters at ground floor (these planters having an approximate total area of 10sqm);
(b) 106sqm of landscaping in the form of a roof garden above the ground floor vehicle access ramp at level 01;
(c) 30sqm at level 04, 36sqm at level 06 and 4sqm at level 08;

228. The proposed landscaping is considered to be appropriate with over 200sqm of landscaping provided across the development. Council's ESD adviser has recommended that climbing plants be used across the central hit-and-miss brick screening at northern façade of ground floor, level 01 and level 02 to help reduce cooling loads. Climbing plants would also soften the appearance of the built form at the interface with NRZ land to the north. This is a feasible outcome given that there is a ground floor landscaping strip that aligns with the central hit-and-miss brick screening. A condition will require the landscape plan to show climbing plants in this location, capable of growing up the hit-and-miss brick screening of the northern façade of ground floor, level 01 and level 02.

229. The proposed zero provision of deep soil planting and canopy cover however, is not supported given the large size of the site. Table D3 of the Standard prescribes that a Type A tree in a planter must have a minimum planter dimension of 2.5m, a minimum planter soil volume of 12 cubic metres and a minimum planter soil depth of 0.8m. Using Council software it has been determined that one Type A tree in a planter can be provided at the ground floor resident terrace (refer to figure 23 below – which assumes a planter soil depth of 1m) and that one Type A tree in planter can be provided at the roof garden at level 01. A condition will thus require the landscape plan to show this arrangement (with all of the minimum specifications as specified in Table D3), which will provide canopy cover for the development. A condition will also require these trees be of a species that can grow with low levels of sunlight (given the likelihood of adjoining sites developing in the future).

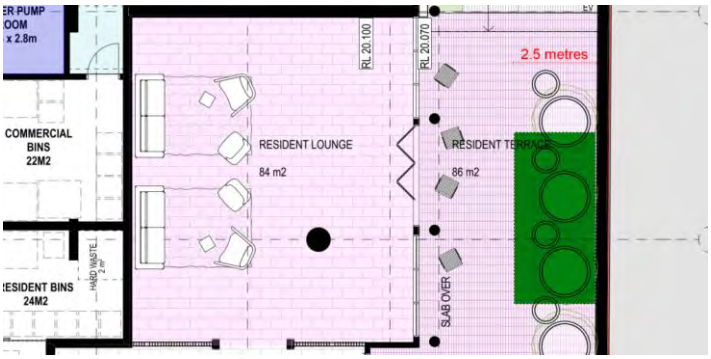


Figure 23: Feasible extent of a planter for a Type A Tree (Applicant submission with Planning Officer edits, February 2023)

230. Whilst the proposed landscaping outcome (with conditions) does not fully comply with the deep soil and canopy cover requirements prescribed by the Standard, it is supported for the following reasons:

(a) The site is located in the C1Z in a Neighbourhood Activity Centre where high site coverage and robust development is encouraged. This makes the site a candidate for the additional guidelines provided in the ADGV;
(b) The proposal will provide in excess of 200sqm of landscaped areas across the development which will contribute to biodiversity and passive cooling of the building;
(c) The recommended conditions will ensure that the canopy cover of two, Type A trees is provided as part of the development.

231. For these reasons, the objective has been met, subject to the inclusion of conditions for two Type A trees in planters.

232. In their review of the landscape plan, Council's Open Space Unit found that the proposed plant selections were appropriate however further detail was needed on the landscape plans, including the following:

(a) Extent of planting shown on landscape plans needs to match the extent of landscaping shown on the architectural plans;
(b) The soil mix used in planter boxes above ground floor level needs to be lightweight media which is usually specified for elevated planted areas;
(c) Clarify depth of planted areas, with a minimum soil depth of 0.6m for any tree plantings;
(d) Provide information on the proposed method for irrigation and drainage;
(e) Provide further detail on any sustainable treatments and water harvesting methods for irrigation, and;
(f) Provide a plant and landscape maintenance schedule – including tasks and frequency to maintain the landscape following the maintenance period. If there are specific maintenance access issues the methodology for these should be included.
(g) Load bearing weight for the building need to be checked and confirmed by suitably qualified structural engineers against the saturated bulk density of the proposed soil media, planter box and plant mass proposed;

233. With regard to (c), the recommendation will be revised to require a minimum soil depth of 0.8m in accordance with the Standard. With respect to (e), Council's ESD Advisor has not required this and thus it will not be pursued (noting that details on the proposed water harvesting is contained within the Sustainable Management Plan). With respect to (g), structural engineering matters are not assessed at the planning stage (instead this occurs at the Building Permit stage and thus the recommendation cannot be pursued). Otherwise, all other recommendations will be pursued via conditions for an amended landscape plan (together with the conditions identified in the earlier paragraphs of this assessment).

Standard D11 - Access objective

234. Vehicle access is maintained via a crossover to Little Turner Street. Access for service, emergency and delivery vehicles is available via both Johnston Street and Little Turner Street (the latter has a road width of 6.1m). The proposal also results in the removal of one crossover along Johnston Street (and its reinstatement with footpath), which is a good urban design outcome for pedestrians, consistent with the objectives of the Standard as well as the design requirements of the DDO15.

Standard D12 - Parking location objective

235. The proposal includes basement car parking accessed via Little Turner Street, with access to apartments being via lifts and stairs. The parking provided is conveniently located and the standard and objective is met. The vehicle entry is sufficiently separated from the proposed apartment dwellings, which commence at level 01.

Standard D13 Integrated water and stormwater management

236. According to the Sustainable Management Plan (SMP), the application proposes the installation of 20,000L rainwater collection tank which would be connected to toilets for

flushing at ground floor, level 01 apartments and the level 02 Office (Medical Centre). The water tank is proposed to be located below the basement level.

237. The STORM report provided achieves a score of 100%, which is in line with the policy direction under Clause 22.16 - Stormwater Management (Water Sensitive Urban Design). Council's ESD Advisor raised no concern with the proposed stormwater management proposed and it is considered the requirements of clause 52.18 - Stormwater Management in Urban Development are met.

238. The proposal complies with the objective and the standard. Conditions will require notations to confirm that the rainwater tank has a minimum capacity of 20,000L and that it will be connected to toilets at the aforementioned levels in accordance with the SMP.

Standard D14 Building setback objectives

239. As outlined within the built form review of this assessment, the height and setbacks of the building are considered to achieve a good design response to the character of the surrounding area and broadly compliant with the built form controls of the DDO15. Furthermore, the proposed massing arrangement allows for:

(a) Good levels of daylight provided by generous side setbacks (the smallest side setback being 4.85m);
(b) Minimal overlooking impacts, as discussed in the Off-Site Amenity section of this report
(c) The majority of apartments provided with unscreened balconies and windows, ensuring optimal outlook and *visual connection to the external environment* as prescribed by the Standard;

240. The Standard and objectives have been met.

Standard D15 Internal views

241. This standard seeks windows and balconies to be designed to prevent overlooking of more than 50 percent of the private open space of a lower-level dwelling directly below and within the same development.

242. The design response has minimised internal overlooking through:

(a) the application of a staggered massing of balconies as the development ascends in height;
(b) the provision of a non-trafficable ballast roof at the northern end of level 04 which obscures downward views to the apartment balconies below;
(c) positioning of perpendicular apartment windows so the overlooking opportunities are minimised (for example level 07 arrangement shown below at figure 24).



Figure 24: Perpendicular window arrangements (Applicant submission, July 2022)

243. However there are two instances of non-compliance with the Standard. Firstly is the north-facing windows and balconies of the apartments 501 and 502 at level 05, which have direct views into the majority of the level 04 balconies of apartments 401 and 402, as shown at

figure 25 below. A condition will require compliance with the objective of Clause 58.04-2 for these window and balconies.

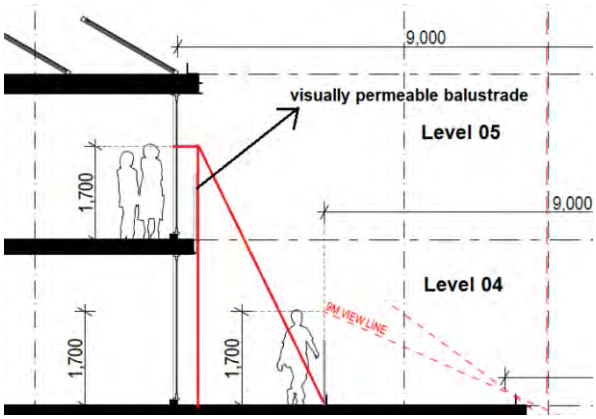


Figure 25: Possible views from level 05 into the balconies of level 04 (Applicant submission with Planning Officer edits, February 2023)

244. Secondly is the north-facing windows of apartments 308, 310, 404, 406, 504 and 505, which all have views into adjacent apartments. These north-facing windows are provided with hit and miss brick screens which have a visual transparency of 34% which exceeds the maximum 25% prescribed by the Scheme for habitable room windows. Thus a condition will require the screening to these windows to have a maximum visual transparency of 25%.

245. With respect to the north-facing windows of the level 02 Office (Medical Centre) (and their views into the east and west-facing windows of apartments 308, 310), these office windows are provided with hit and miss brick screens (34% visual permeability) which is considered appropriate for a non-habitable room window, noting that the Scheme does not specifically require non-habitable rooms windows to be screened.

246. The sketch plans received by Council on 07 February 2023 reduce the extent of screening between the balconies at level 08, however this is supported as the majority of the interface between balconies will continue to be screened to a height of 1.7m above finished floor level, ensuring no unreasonable interval views between balconies (which are visible from Johnston Street).

Standard D16 Noise impacts objective

247. The consideration of internal noise amenity (as well as an assessment of Standard D16) is contained within the *Noise Impacts* subsection of the *Off-Site Amenity* section of this report.

Standard D17 Wind impacts objective

248. The consideration of internal wind amenity (as well as an assessment of Standard D17) is contained within the *Wind Impacts* subsection of the *Off-Site Amenity* section of this report.

Standard D18 Accessibility

249. To ensure the design of dwellings caters for people with limited mobility, the Standard requires that at least 50% of new dwellings should provide:
    (a) *A clear opening width of at least 850mm at the entrance to the dwelling and main bedroom;*
    (b) *A clear path with a minimum width of 1.2m that connects the dwelling entrance to the main bedroom, an adaptable bathroom and the living area;*
    (c) *A main bedroom with access to an adaptable bathroom;*
    (d) *At least one adaptable bathroom that meets all of the requirements of either Design A or Design B specified in Table D4.*

250. The application material shows a total of 28 compliant apartments, which represents 60% of all proposed apartments, thus exceeding the minimum requirement of 50%. All of these 28

apartments are provided with the required clear opening widths, the clear path connecting the dwelling entrance to the main bedroom, an adaptable bathroom and the living area and are provided with a main bedroom which has access to an adaptable bathroom.

251. With regard to the proposed adaptable bathrooms, 18 apartments propose a design type A adaptable bathroom and 10 apartments propose a design type B adaptable bathroom.

252. The design type A adaptable bathrooms are assessed in the following table:

	Standard D18	Proposal
Door opening	A clear 850mm wide door opening.	Notation confirms that all openings are minimum 850mm wide – thus all type A adaptable bathrooms comply with this aspect of the Standard.
Door design	Either: • a slide door or • a door that opens outwards, or • a door that opens inwards that is clear of the circulation area and has readily removable hinges.	The Type G apartments provide a sliding door and thus comply with the Standard. The Type A, Type C and Type F apartments provide an inward opening door that is not clear of the circulation area and does not have readily removable hinges, and thus does not comply.
Circulation area	A clear circulation area that is: • a minimum area of 1.2m by 1.2m • located in front of the shower and the toilet • clear of the toilet, basin and the door swing	The Type G apartments provide a circulation area that complies with all aspects. The Type A, Type C and Type F apartments comply with all aspects except for being clear of the door swing and thus does not comply with the Standard.
Path to circulation area	A clear path with a minimum width of 900mm from the door opening to the circulation area.	The Type G apartments provide the required path and thus comply with the Standard. The Type A, Type C and Type F apartments do not provide the required path and do not comply with the Standard.
Shower	A hobless (step free) shower	Notations have been provided to confirm that all showers are hobless. All design type A bathrooms comply with this requirement.
Toilet	A toilet located in the corner of the room.	All toilets are located in the corner of the room. All design type A bathrooms comply with this requirement.

253. In summary, the type A adaptable bathrooms predominantly comply with the Standard except for:
   (a) The Type A, C and F apartments provide inward opening doors that are not clear of the circulation area and are not confirmed to have readily removable hinges;

254. These matters can be addressed by a condition requiring that the adaptable bathrooms of apartment Types A, C and F to fully comply with the requirements of Standard D18, noting that each of the apartment types are spacious enough to accommodate full compliance.

255. The design type B adaptable bathrooms are assessed in the following table:

	Standard D18	Proposal
Door opening	A clear 820mm wide door opening located opposite the shower.	Notation confirms that all openings are minimum 850mm wide – complies.
Door design	Either: • a slide door or • a door that opens outwards, or • a door that opens inwards and has readily removable hinges.	The Type B apartments provide an inward opening door, however there is no notation to confirm that the hinges are readily removable. A condition will require this notation to ensure compliance. The Type E apartments provide a sliding door and thus comply with the Standard.
Circulation area	A clear circulation area that is: • a minimum width of 1m; • the full length of the bathroom and a minimum length of 2.7m; • clear of the toilet and basin;	The Type B and Type E apartments provide a circulation area that complies with all aspects, complying with this aspect of the Standard.
Path to circulation area	Not applicable	Not applicable
Shower	A hobless (step free) shower that has a removable shower screen and is located on the furthest wall from the door opening	The Type B and Type E apartments provide hobless showers that are located on the furthest wall from the door opening, however there is no confirmation that the shower screens are removable. A condition will require notations to confirm that all adaptable bathrooms within Type B and Type E apartments are provided with screens that are removable.
Toilet	A toilet located closest to the door opening and clear of the circulation area.	The Type B and Type E apartments are provided with toilets that are clear of the circulation area in accordance with the Standard, however the toilets are not located closest to the door opening. A condition will require the adaptable bathroom toilets of all Type B and Type E apartments to be located closest to the door opening.

256. The recommended conditions within the above table will ensure that all design type B adaptable bathrooms comply with the Standard.

Standard D19 Building entry and circulation objectives

257. As previously discussed under the Safety objective (and also the *Public Realm and Pedestrian Response subsection* of this report), the building entrances are considered safe and well designed. The main residential building entrance to Johnston Street is provided with shelter, this being a positive attribute of the design. The two residential entries are highly visible from the public realm and internal vantage points and also meet within the development to ensure pedestrian connectiveness and access through the site for residents.

258. Along the Johnston Street frontage, the entrances to the three commercial tenancies and the Office (Medical Centre) lobby are all separate to the residential entrance, in accordance with the Standard. The entrance to the shop tenancy facing Little Turner Street is provided off the building's eastern side setback, requiring patrons to walk through the rear pedestrian gate / entrance.

    Whilst this entrance is not separate from the residential entrance it is nevertheless supported given the relatively small size of the shop tenancy and that this is the secondary entrance for apartment occupants, noting that occupants would most likely arrive to the site on foot via Johnston Street or in a private vehicle via the basement car parking. A condition will require a notation to confirm that the southern entrance to the resident terrace is locked with a fob pass for residents only to ensure that shoppers for the rear shop tenancy do not walk through the resident terrace via the Johnston Street entrance. Furthermore, the sketch plans received by Council on 07 February 2023 show a second gate and fencing provided along the northern edge of the resident terrace which will ensure that shoppers for the rear shop tenancy cannot walk into the resident terrace area.

259. The residential corridors are well resolved in that the majority of corridors (those at levels 01 – 07) feature both daylight access and natural ventilation, with generous widths ranging from 1.6m to 2.2m. The standard and objectives have been met.

Standard D20 - Private Open Space objective

260. As it relates to the proposed development, the Standard prescribes that balconies be provided with convenient access from a living room with the following specifications:

    (a) For north-facing balconies, a minimum area of 8sqm (minimum dimension of 1.7m);
    (b) For south-facing balconies, a minimum area of 8sqm (minimum dimension of 1.2m);
    (c) For any other orientation:
        (i) A studio or 1 bedroom dwelling to be provided with a minimum area of 8sqm and a minimum dimension of 1.8m
        (ii) A 2 bedroom dwelling wot be provided with a minimum area of 8 sqm and a minimum dimension of 2m;
        (iii) A 3 (or more) bedroom dwelling to be provided with a minimum area of 12sqm and a minimum dimension of 2.4m.

261. The Clause 58 plans confirm that all apartments will comply with the Standard, with many apartments providing balconies that exceed the minimum specifications of the Standard.

Standard D21 – Storage objective

262. The Standard prescribes the following minimum provision of storage for apartment dwellings:

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

263. All apartment types (excluding Types A, F and J) exceed the applicable minimum storage requirements without reliance on a basement storage cage.

264. With respect to Type A apartments, a total of 12.63 cubic metres of storage is provided, falling short of the prescribed 14 cubic metres for a two bedroom dwelling. A condition will thus require that each of the Type A apartments is allocated a storage cage, with the basement plans annotated accordingly.

265. With regard to the Type F apartments, the Clause 58 plans show that these apartments will be provided with 4 cubic metres of basement storage, which brings the total storage to 10.33 cubic metres, compliant for a one-bedroom dwelling. A condition will require the basement storage cages to be annotated to confirm that two of the cages are allocated to the two Type F apartments.

266. With regard to the Type J apartments, the Clause 58 plans show that these apartments will be provided with 4 cubic metres of basement storage, which brings the total storage to 16.83 cubic metres, compliant for a two-bedroom dwelling. A condition will require the basement storage cages to be annotated to confirm that four of the cages are allocated to the four Type J apartments.

267. In summary, a minimum of eight storage cages is needed to comply with the Standard, however only six are shown on the plans. A condition will rectify this matter. Subject to the inclusion of the above mentioned conditions, the proposal complies with the Standard, ensuring that the storage needs of occupants will be met.

Standard D22 - Common property objectives

268. These objectives call for common property areas to be designed in a manner that is practical, attractive and easily maintained. The proposed common property areas within the development include:

    (a) The entire basement as well as the vehicle access gate and ramp at ground floor;
    (b) Residential entrance areas at ground floor;
    (c) The resident terrace, resident lounge and resident foyer at ground floor;
    (d) Back-of-house corridor and residential waste storage area at ground floor;
    (e) Corridors, communal courtyards, communal balconies and communal landscaped areas across levels 01-08;

269. Broadly speaking, these are clearly delineated and would not create areas which are difficult to maintain into the future. The lobby and vehicle access areas are well conceived as discussed through this report. As discussed under the *Building entry and circulation objectives,* a condition will require that the southern entrance to the residential terrace is locked for resident access only to ensure that shoppers for the rear shop tenancy do not traverse through the resident terrace in order to get to the shop. This will also ensure that the resident terrace area is for residents only.

270. As identified, landscaping is proposed within a number of the common property areas. Thus a condition will require the landscape plan to be amended to discuss how maintenance of these landscaping areas will be managed.

Standard D23 Site services

271. The majority of site services are located internally within the building which maximises active frontages to both Johnston Street and Little Turner Street. This is a positive urban design outcome, consistent with both the Standard and the design objectives of the DDO15. All service locations are highly accessible and easily maintained. The proposed mailboxes are located at ground floor within the entrance corridor which is generously sized, ensuring that the mailboxes are easily accessible.

272. The proposed site services facing Johnston Street include a gas meter and a fire booster, with these taking up roughly 15% of the Johnston Street frontage, ensuring a high proportion of active frontages. The service doors of the gas meter open within title boundaries, ensuring no disruption to the footpath. The service doors of the fire booster however, protrude outside title boundaries when open. As discussed under the *Public Realm and Pedestrian Response* sub-section of this report, Council's Urban Design Unit recommended that the fire booster be reconfigured so that the doors can swing open 180 degrees and latch on to the building façade (thus ensuring no protrusion into the public realm when in use). A condition will require this.

273. The proposed site services facing Little Turner Street are limited only to the substation which has a narrow frontage to the street, ensuring a high level of street activation. The service doors open within title boundaries, ensuring no disruption of the public realm when in use.

274. As discussed under the Architectural Quality sub-section of this report, a condition will require the Façade Strategy to provide high level details on the design of the site services facing both street frontages to ensure that their design and materiality is of a high quality.

275. With inclusion of the above-mentioned conditions, the proposal complies with the Standard and the objective is met.

Standard D24 - Waste and recycling objectives

276. These objectives call for waste facilities that are well designed to encourage waste recycling and to minimise impacts on residential amenity, health and the public realm. The application proposed two waste storage rooms – one for commercial use and one for residential use. The waste storage rooms are located internally at ground floor, which ensures that they will be easily accessed.

277. The submitted Waste Management Plan shows the following waste collection frequencies:

(a) Garbage – once weekly
(b) Recycling – once weekly
(c) Food and organic waste – twice weekly
(d) Glass recycling – once weekly

278. The above waste collection are relatively infrequent for a development of this scale and evidence of a well resolved waste management scheme. Medical waste will be collected separately as often as necessary, in accordance with the relevant requirements for disposal of biohazardous waste (as detailed in the submitted WMP).

279. Waste collection will occur off Little Turner Street, which has a road width of 6.1m. The Waste Management Plan fails to specify a maximum size for waste collection vehicles. Given the width of Little Turner Street, a condition will require the WMP to specify this, including a swept path diagram confirming that the vehicle can manoeuvre in and out of Little Turner Street.

280. Council's City Works Unit reviewed the WMP and advised that it should be updated to clarify how e-waste and hard waste will be managed. A condition will require the WMP to be updated accordingly.

Standard D25 - External walls and materials objective

281. The materials utilised are of a good quality and respond well to the surrounding character as has been discussed above in the *Built Form* section of this report.

Standard D26 - Functional layout objective

282. The Standard prescribes the following minimum dimensions for bedrooms:

Bedroom Type	Minimum	Minimum

	Width	Depth
Main bedroom	3 metres	3.4 metres
All other bedrooms	3 metres	3 metres

283. The Standard prescribes the following minimum dimensions for living rooms:

Bedroom Type	Minimum Width	Minimum Area
Studio and 1 bedroom dwelling	3.3 metres	10sqm
2 or more bedroom dwelling	3.6 metres	12sqm

284. Dimensions of the habitable rooms are provided on the plans, demonstrating that the proposal fully complies with this Standard.

Standard D27 - Room depth objective

285. The Standard prescribes that single aspect habitable rooms should not exceed a room depth of 2.5 times the ceiling height. All levels have a floor-to-ceiling height of 2.7m except for:

(a) Level 04 (2.65m)
(b) Level 05 (2.55m), and;
(c) Level 08 (2.67m).

286. With respect to bedrooms, all single aspect bedrooms comply with the Standard, which has been confirmed by reviewing the submitted clause 58 plans.

287. With respect to living / dining / kitchen areas, only apartment types F and H are single aspect. The worst performing of these are the type H apartments, which are at level 05. The living / dining / kitchen areas of these apartment have a room depth of 6.01m, which is less than 6.38m (i.e. 2.5 x 2.55m) and thus complies with the Standard.

Standard D28 – Windows objective

288. The Standard prescribes that habitable room windows should contain a window within an external wall of the building. All habitable rooms comply with this requirement.

Standard D29 Natural ventilation

289. The standard requires that at least 40 percent of dwellings should be provided with effective crossover ventilation that has a maximum breeze path through the dwelling of 18m and a minimum breeze path of 5m.

290. The Clause 58 plans demonstrate that 26 dwellings (or 56%) meet the cross-ventilation requirements, well in excess of this standard.

Off-site Amenity

291. Clause 15.01-2S of the Scheme and the general design objectives of the DDO15 aim to provide building design that minimises the detrimental impacts on neighbouring properties, the public realm and the natural environment, with potential impacts relating to overshadowing of SPOS, loss of daylight to windows, visual bulk and overlooking of sensitive areas. The relevant policy framework for amenity considerations is contained within clauses 22.05, and 22.10 as well as the decision guidelines of the Commercial 1 Zone at Clause 34.01-7 and the DDO15 at Clause 43.02-15. This section of the report will also consider Standard D16 (Noise impacts objective) and D17 (Wind impacts objective) of Clause 58.

292. As previously identified, the subject site has commercial interfaces to the east, west and south. To the north is residentially-zoned land, the closest dwellings to the subject site being Nos. 89 - 99 Turner Street.

Daylight to windows

293. The closest habitable room windows (for a dwelling in a residential zone) addressing the subject site are the south-facing windows of No. 97 Turner Street, which have a minimum setback of approximately 19 metres from the proposal's northern boundary wall (which has a height of 12.3m). Whilst not strictly applicable, this would comply with Standard A12 (Daylight to habitable room windows) of ResCode as the setback (19m) from the northern boundary wall is greater than half (6.15m) of the height of the northern boundary wall (12.3m).

294. The northern façade of the upper-most level (Level 8) also complies with the Standard. The wall is set back approximately 34m from the south-faxing window of No. 97 Turner Street, which is greater than half (13.52m) of height of the wall (27.04m). This gives evidence to the proposed development's minimal impact on daylight amenity to nearby dwellings.

Overshadowing

295. The decision guidelines of the Commercial 1 Zone and local policy at Clause 22.10 call for new development to consider overshadowing impacts to nearby land in residential zones (including shadowing to existing solar energy facilities). Although not strictly applicable in this instance, and in the absence of any other test, Standard B21 of Clause 55 notes:

    (a) *Where sunlight to the secluded private open space of an existing dwelling is reduced, at least 75 per cent, or 40 square metres with minimum dimension of 3 metres, whichever is the lesser area, of the secluded private open space should receive a minimum of five hours of sunlight between 9 am and 3 pm on 22 September;* and
    (b) *If existing sunlight to the secluded private open space of an existing dwelling is less than the requirements of this standard, the amount of sunlight should not be further reduced.*

296. Given there are no dwellings to the east and west of the subject site, there will be no shadow impacts to dwellings for these aspects. The dwellings to the north of the subject site will not experience any equinox shadow impacts given they are to the north. As detailed under the Footpath Shadowing subsection of this report, there will be no equinox overshadowing of the southern footpath of Johnston Street

297. With respect to solar energy facilities, the nearest to the subject site is located to the south at No. 8 Valiant Street, 60m south of the subject site. As demonstrated by the shadow diagrams, there will be no equinox shadowing to this facility.

298. In light of the above considerations, the proposal satisfies the decision guidelines of the Commercial 1 Zone and local policy at Clause 22.10 with regard to shadowing.

Overlooking

299. The decision guidelines of the Commercial 1 Zone and local policy at Clause 22.10 call for new development to consider overlooking impacts to nearby land in residential zones. Although not strictly applicable to the subject application, Clause 55.04-6 provides the following guidance:

> *A habitable room window, balcony, terrace, deck or patio should be located and designed to avoid direct views into the secluded private open space of an existing dwelling within a horizontal distance of 9 metres (measured at ground level) of the window, balcony, terrace, deck or patio. Views should be measured within a 45 degree angle from the plane of the window or perimeter of the balcony, terrace, deck or patio, and from a height of 1.7 metres above floor level.*

A habitable room window, balcony, terrace, deck or patio with a direct view into a habitable room window of existing dwelling within a horizontal distance of 9 metres (measured at ground level) of the window, balcony, terrace, deck or patio should be either:

- *Offset a minimum of 1.5 metres from the edge of one window to the edge of the other.*
- *Have sill heights of at least 1.7 metres above floor level.*
- *Have fixed, obscure glazing in any part of the window below 1.7 metre above floor level.*
- *Have permanently fixed external screens to at least 1.7 metres above floor level and be no more than 25 per cent transparent.*

300. The dwellings between No. 87 and No. 101 Turner Street are located within 9m of the subject site and thus require an assessment of overlooking impacts.

301. The north-facing windows and balconies of apartments at levels 04 and above are located more than 9m from the northern edge of Little Turner and thus an overlooking assessment for these apartments is not warranted.

302. The relevant sources of overlooking are the north-facing windows and balconies of the north-facing apartments at levels 01, 02 and 03 (i.e. apartments 103, 104, 203, 204, 303 and 304). For these apartments, the following measures have been provided to mitigate overlooking impacts:

(a) Levels 01 and 02: Solid balustrading to a height of 1.1m above finished floor level (AFFL), atop which is horizontal fin screening (four fins in total with three having a depth of 0.2m and the uppermost fin having a depth of 0.5m, with a total screen height of 1.5m AFFL).

(b) Level 03: solid balustrading to a height of 1.1m AFFL.

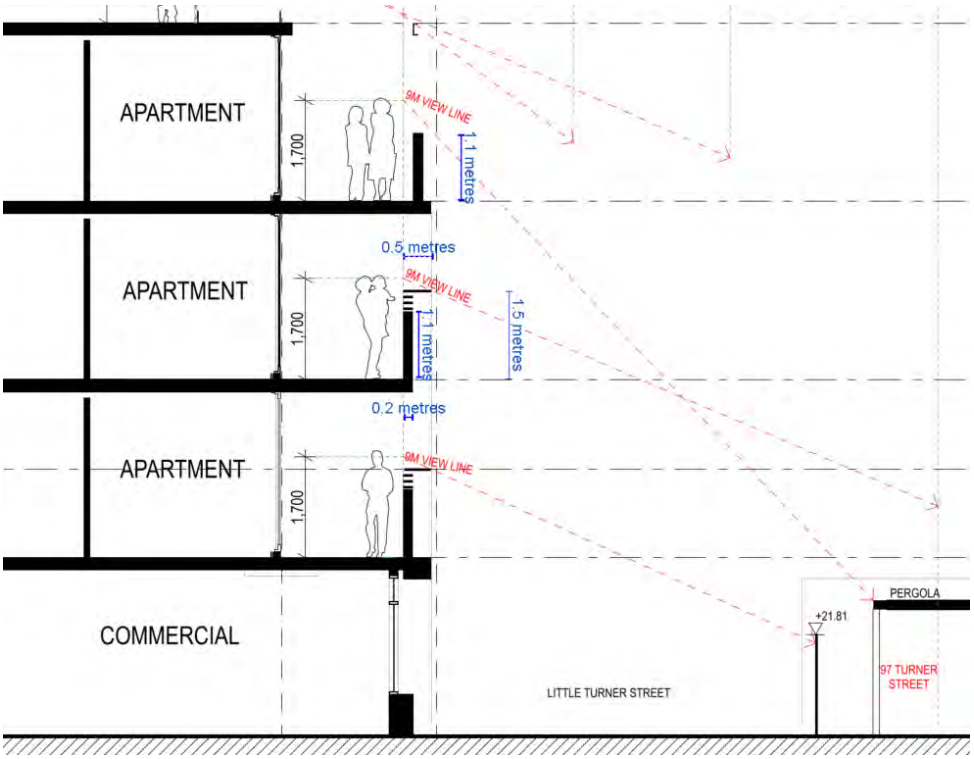


Figure 26: Proposed screening devices at the north-facing windows and balconies of levels 01, 02 and 03 (Applicant submission with Planning Officer edits, February 2023)

303. The Overlooking Diagrams fail to dimension the height/depth of the solid balustrades or the height, depth and size of the gaps of the horizontal fin screening. A condition will require these dimensions to be provided on the Overlooking Diagrams as well as at Sections A and C.

304. With respect to Nos. 95 and 101 Turner Street, these dwellings have a garage constructed to their respective rear boundaries, which means that their areas of SPOS are located more than 9m from the northernmost windows / balconies of the proposed development, in accordance with Clause 22.10.

305. With respect to No. 87 Turner Street, a small portion of this dwelling's SPOS is located within the 9m / 45 degree arc of the north-facing balconies of apartments 103, 203 and 303. The overlooking diagrams fail to assess overlooking impacts from these balconies into the SPOS of 87 Turner Street. Thus a condition will require the plans to demonstrate that these balconies will comply with the overlooking objective of Clause 55.04-6.

306. With respect to No. 89-91 Turner Street, Overlooking Diagram A has assessed overlooking based on a 45 degree angle, showing no views into this dwelling's SPOS. However, the diagram fails to show the worst-case scenario of potential overlooking which is a 90 degree alignment in a north-south alignment.

307. With respect to No. 93 Turner Street, the overlooking impacts to this dwelling's SPOS is shown on Overlooking Diagram B, which is taken on a worst-case scenario (i.e. 90 degrees in a north-south alignment). The diagram shows that all north-facing apartments at levels 01, 02 and 03 will not have views into the dwelling's SPOS within the 9m / 45 degree arc in accordance with the overlooking objective.

308. With respect to No. 97 Turner Street, the overlooking impacts to this dwelling's SPOS is shown on Overlooking Diagram C, which is taken on a worst-case scenario (i.e. 90 degrees in a north south alignment). The diagram shows that the level 01 and level 02 apartments will not have views into the dwelling's SPOS within the 9m / 45 degree arc in accordance with the overlooking objective. However, the diagram takes the view line from behind the balustrade of the level 03 apartments and therefore does not show the worst-case scenario and it is likely that views will be possible based on the proposed low height of the solid balustrading. A condition will therefore require the balconies of 303 and 304 to be screened to comply with the overlooking objective of clause 55.04-6.

309. With respect to No. 99 Turner Street, this dwelling has a carport constructed to the majority of the property's rear boundary, with only a narrow section of SPOS within 9m of the northernmost balconies and windows of the proposed development. The application material does not provide a specific overlooking diagram for No. 99 Turner Street, however given the location of its carport and that it has rear fencing that is taller than No. 97 Turner Street, it is unlikely that the proposed development will have any views into the dwelling's area of SPOS within a 9m / 45 degree arc. Notwithstanding this, a condition will require an overlooking diagram to confirm that the development complies with the overlooking objective with respect to overlooking into No. 99 Turner Street.

310. The proposed development, with conditions, will mitigate overlooking impacts in accordance with the decision guidelines of the Commercial 1 Zone and local policy at Clause 22.10.

Visual Bulk

311. Visual bulk impacts have been discussed at length in the *Building Height* and *Massing* sections of this report.

Noise Impacts

312. Clause 13.05-1S states that community amenity should not be reduced by noise emissions. Similarly, local policy at clause 22.05 calls for development to consider noise attenuation in its design response. Standard D16 (noise impacts objectives) provides detailed guidance on internal noise amenity for apartment dwellings.

313. The application proposes three different uses – Shop and Food & Drink Premises at ground floor, Office (Medical Centre) at level 02 and the remainder of the building used for dwellings. The proposed non-residential land uses are listed as section 1 uses under the C1Z and therefore do not require a planning permit (and as such, conditions cannot be placed on a permit to restrict the operational capacity of these uses).

314. An acoustic report was prepared for the application which shows a number of commitments for the purposes of noise attenuation (for the amenity of nearby dwellings and the dwellings proposed as part of the subject application), including the following:

    (a) Upgraded glazing specifications for south-facing facades to ensure noise impacts from Johnston Street traffic are appropriately attenuated;
    (b) Minimum specifications for façade thickness, insulation, ceiling/floor construction and glazing across the development;
    (c) Noise barriers (including a lining of sound absorptive materials) to surround the roof level AC units;
    (d) Minimum specifications for exhaust fans servicing the car park and bin storage rooms;
    (e) Car stackers to be vibration isolated from the building structure;
    (f) Written commitments that the car park entry door, mechanical plant and substation are to be reviewed by an acoustic engineer prior to selection;
    (g) Vibration-isolating the lifts (including lift motors, guiderails and control equipment) and the waste chute;
    (h) The following recommendations with respect to the ground floor commercial tenancies:
        (i) Tenants should not provide footpath seating or indoor dining;
        (ii) Commercial tenancy external doors may be kept open during the EPA Noise Protocol ‘Day’ period, with these doors to be kept closed during the EPA Noise Protocol ‘Evening’ and ‘Night’ periods.
        (iii) Music should not be played outdoors;
        (iv) Music played within commercial tenancies should be limited to no louder than 75 dB(A) at all times;

315. Council’s external acoustic consultant reviewed the acoustic report and found it to be satisfactory with no further changes needed. A condition will require the development plans to be updated to show any relevant commitment from the satisfactory acoustic report. Furthermore, a condition will require the development to comply at all times with the EPA Noise Protocol.

Wind Impacts

316. Wind impacts relate to the public realm, with a focus on potential impacts to pedestrians using the public realm as well as occupants of the building using external areas of the building. This section of the report is guided by Standard D17 (Wind Impacts Objective) of Clause 58. Given that the proposed development (nine storeys) would be substantially taller than nearby buildings, a close assessment of wind impacts is warranted.

317. A desktop wind assessment was undertaken by a qualified wind consultant and found that wind conditions proposed by the development would be satisfactory. The assessment found that:

    (a) The development would generate wind conditions at the ground floor footpath along Johnston Street and the southern edge of Little Turner Street that comply with the ‘walking comfort’ criterion, subject to the retention of the proposed canopy above the Johnston Street footpath;

(b) The ground floor external area along the eastern boundary of the site (including the resident terrace and the rear pedestrian entrance) would achieve the standing comfort criterion subject to the retention of the proposed landscaping at the rear pedestrian entrance

(c) All apartment balconies are expected to achieve the 'standing comfort' criterion subject to the retention of the proposed west and east-facing screens to the most exposed (i.e. the northernmost) balconies across levels 01 – 08. The landscaping shown along the northern edge of level 04 should be retained to further protect apartment balconies from 'side-streaming' wind impacts;

318. The stated wind outcomes and methodologies are largely supported, noting that:

(a) The 'walking comfort' criterion is the standard approach for footpath areas;

(b) Whilst the resident terrace may not achieve the 'sitting comfort' criterion, it will achieve the 'standing comfort' and also benefits from direct access to the resident lounge which residents can utilise on windier days.

(c) The 'standing comfort' is an appropriate minimum benchmark for wind amenity at apartment balconies;

(d) The use of the landscaping at the northern edge of level 04 for the purposes of wind amenity is appropriate in this case as it has been incorporated together with built form measures (i.e. the aforementioned east and west-facing balcony screens).

319. The use of landscaping as a wind screen at the rear pedestrian entrance is not supported as this is one of the main entrances to the development and the proposal has failed to provide any kind of built-form solution for wind amenity. A condition will thus require the wind report to be amended to achieve the 'standing comfort' criterion at the rear pedestrian entrance without reliance on landscaping.

320. As discussed under the *Street Trees* subsection of this report, the extent of the Johnston Street footpath canopy needs to be reduced in order to ensure the continued growth of the two existing street trees. Therefore, a condition will require the wind report to demonstrate the walking comfort criterion can be achieved with this reduced canopy extent.

321. No specific assessment was undertaken for the ground floor pedestrian entrances along Johnston Street, noting that pedestrian entrances are generally expected to achieve the standing comfort criterion. A condition will require the wind report to demonstrate this outcome for the ground floor entrances along Johnston Street.

322. The application wind report has been produced as a desktop report, which means that wind modelling has not been undertaken. For a development of this scale, it is necessary to ensure the stated wind outcomes will be achieved. Thus a condition will require the report to be amended to provide wind modelling to demonstrate the stated wind outcomes (as well as the wind outcomes required by conditions as discussed in the previous paragraphs).

323. An independent wind consultant (Mel Consultants) was engaged by Council to peer review the applicant's wind assessment and plans (i.e. those associated with the first section 57A amendment). The peer review found that the assessment was largely satisfactory but recommended that the plans be updated to show increased height of the east and west-facing apartment screens to full height. This recommendation was undertaken in the second section 57A plans (i.e. the decision plans) and thus re-referral of the decision plans to the wind consultant was not necessary.

324. The sketch plans received by Council on 07 February 2023 reduce the height of the balcony screens at level 08 which would affect wind conditions. However, these balconies have also been reduced in width (i.e. away from the east and west boundaries), reducing their exposure to wind gusts from corner acceleration. The permit applicant also provided written confirmation from the project wind engineer that the revised balconies are expected to achieve the standing comfort criterion. In any case, a condition will require the wind report to demonstrate that the level 08 balconies achieve the standing comfort criterion as a minimum.

325. With the aforementioned conditions, the proposed development will result in satisfactory wind outcomes, consistent with Wind Impacts objective of Clause 58.

Glare Impacts

326. In December 2022, the Minister for Planning issued Planning Practice Note 96 *Planning Considerations for Reflected Sunlight Glare*, which provides guidance on potential glare impacts associated with development. The Practice Note highlights the following are risks for problematic glare impacts:

    (a) Building height of greater than four storeys;
    (b) Concave or tiled building facades;
    (c) Building facades that are oriented in a non-cardinal arrangement (i.e. facades that are not aligned with north, south, east or west orientations);
    (d) The use of glazing and polished cladding materials such as linished (satin finish) stainless steel.

327. The Practice Note also recommends that buildings be provided with matt, rough or textured materials which can diffuse solar light reflectance. The proposed development is considered to have a low risk of problematic glare impacts given the high proportion of textured materials (including snap brick cladding, concrete in a natural finish and hit-and-miss brickwork) and that the development does not include any sections of expansive glazing. Instead, glazing is broken down as individual windows and sliding doors that are integrated across the building façade. Furthermore, the design of the development does not feature any glazing or facades that are concave, tilted or of a non-cardinal orientation.

Equitable Development

328. To ensure the 'fair, orderly, economic and sustainable development of land' in accordance with the objective of the *Planning and Environment Act* (1987), matters of equitable development must be considered. The DDO15 prescribes that upper levels are to be provided with a building separation of at least 4.5m where habitable room windows or balconies are proposed.

329. In this instance, the site is separated from land to the south by Johnston Street. This roadway is sufficiently wide (20m) to ensure reasonable equitable development opportunities for land to the south (regardless of the built form proposal).

330. Land to the north is located within the Neighbourhood Residential Zone, which has a mandatory maximum building height of two storeys and is separated from the subject site by the 6.1m-wide Little Turner Street. In light of this context, the proposed development will not unreasonably affect equitable development opportunities to the northern properties.

331. The property to the east (No. 412- 416 Johnston Street) and the property to the west (No. 394 Johnston Street) are both located within the Commercial 1 Zone with the same DDO15 built form controls as that of the subject site. The proposed development has responded to these properties as follows:

(a) A solid, boundary wall for the southern part of the development at ground floor to level 05, which is a non-sensitive response allowing for the adjoining sites to build up to the respective common boundary;

(b) A solid wall for the southern part of the development at levels 06 and 07 with a side setback of 3m. The lack of windows in these walls ensures they are a non-sensitive interface for the purposes of equitable development at the adjoining properties.

(c) For the northern part of the development, at levels 01 – 08 (where habitable room windows and balconies are proposed), side setbacks of 4.85m to 4.96m are proposed which exceed the minimum prescribed by the DDO15 (4.5m) which ensures equitable development opportunities on the adjoining sites.

332. The resident terrace is proposed at ground floor along the eastern boundary. The shadow diagrams for this communal open space (prepared at the winter solstice) show that under existing conditions, the resident terrace will experience solar access at 12pm and 1pm only, which means that future development on the east-adjoining site will have limited impact on the resident terrace (when compared to solar access under existing conditions).

333. The development's equitable development response is well resolved and consistent with the DDO15.

Car Parking, Vehicle Access, Traffic, Loading and Waste

Provision of car parking

334. The proposed development would provide a total of 40 on-site car parking spaces in the basement with 24 car stacker spaces and 16 conventional car spaces (with one these provided as an accessible car space). Pursuant to Table 1 of Clause 52.06-5, this triggers a car parking reduction of 45 spaces.

335. The proposed car parking provision (and associated car parking reduction) are supported for the following reasons:

(a) On-street car parking in the surrounding area consists largely of 1 hour, 2 hour, 4 hour and permit-restricted spaces. Johnston Street also has clearway restrictions during peak traffic times. The lack of long-stay car parking in the surrounding area will significantly reduce employee car parking demand associated with the proposed development. In the event of visitors arriving to the site by vehicle, the high turnover rate of the 1 and 2 hour car spaces will enable visitors to park near the site. Further, the permit-restricted spaces in the area will continue to protect car parking availability for existing, permit-holding residents.

(b) The site has excellent access to public transport, including bus services on Johnston Street (direct access) as well as Victoria Park Railway Station (400m) west, both of which are within walking distance.

(c) The provision of bicycle infrastructure in the surrounding area, including the Main Yarra Trail (250m northeast) and Wellington Street in Collingwood (1km west) both being highly utilised commuter routes for cyclists. The area also has shared lane markings for bicycles including on Johnston Street, Nicholson Street and Trenerry Crescent. Further, the proposal provides in-excess of the bicycle space requirements prescribed by the Scheme. These measures (as well as the proposed end of trip facilities) will encourage employees to arrive via bicycle and will also encourage residents to travel by bicycle. The provision of visitor bicycle spaces on the land will similarly encourage visitors to ride to the development;

(d) Local planning policy at clauses 18.02, 21.03, 21.06-3 and 21.07 encourage reduced rates of car parking provision for development sites within proximity to public transport routes and activity centres.

(e) Traffic is a key issue affecting the road network. By providing a lower rate of on-site car spaces, it will ensure that the development does not generate any problematic increase in traffic levels for the surrounding road network.

(f) The submitted Green Travel Plan would be endorsed to form part of the permit (should a permit issue). This would ensure that the permit holder will implement management practices to further encourage use of public transport and cycling as means of transport for employees and visitors.

(g) Council's Engineering Services Unit reviewed the proposed car parking provision and raised no issue to the proposed reduction, stating that it is appropriate for the site. Further, Council's Engineering Services Unit was also supportive of the applicant's analysis of imperial data, which found that the proposed residential car parking provision is slightly lesser than that of the average for Abbotsford (as identified by ABS Census data). Council's Engineering Services Unit were satisfied with this level of car parking provision given the site's excellent access to public transport.

Vehicle Access

336. The application seeks to provide access to the basement car parking area via a double width access door and ramp located in the northeast corner of the site (accessed off Little Turner Street). Further south of the vehicle entry, the ramp transitions to single width.

337. Visibility for vehicle movements has been provided in the form of a convex mirror located at the western side of the entrance of the basement car park, internal to the vehicle entry door. The basement plan shows access to all car spaces via accessways (minimum width 6.13m) and a narrower, 3.75m-wide aisle is provided along the eastern edge of the basement. To ensure safe vehicle movements internally, two traffic signals are provided - one located within the basement (south of the ramp) and the other at the ground floor access point (south of the vehicle access door).

338. Council's Engineering Services Unit were largely supportive of the proposed access arrangements, with minor changes and additional details required as follows:

(a) A convex mirror is to be mounted at the east edge of the development entrance;
(b) The internal ramped accessway is to be dimensioned on the drawings;
(c) The columns need to be redesigned and/or repositioned to comply with *Diagram 1 Clearance to car parking spaces* of Clause 52.06-9.
(d) Motorcycle spaces to be dimensioned on the drawings;
(e) The ground clearance check is to be resubmitted, showing the detail of the open invert and road pavement of Little Turner Street with the ground clearance check to be enlarged so as to show levels at the property boundary, the invert, the edge of the channel and a number of locations within the road pavement;

339. These can be addressed by way of condition.

340. A number of additional recommendations were made by Council's Engineering Services Unit; and relate to various infrastructure requirements immediately surrounding the site that should be undertaken to Council's satisfaction and at the Permit Holder's cost, as follows:

(a) The footpath along the property's Johnston Street frontages must be reconstructed and satisfy the following:
    (i) Be reconstructed in asphalt in accordance with Council standards;

(ii) The footpath must be constructed in compliance with DDA requirements: i.e. – a maximum crossfall of 1 in 33 for asphalt;
(iii) The internal finished floor levels (FFL) must be aligned to the proposed DDA compliant footpath levels at the interface with the property boundary;
(iv) The alignment and level of existing kerb and channel in Johnston Street is not to be altered unless agreed upon with Council;
(v) The longitudinal grade of the footpath abutting the property (on either side) must not be altered unless agreed upon with Council;
(vi) Existing and proposed service pits within the footpath area must be adjusted to match the reconstructed footpath grades/surface; and
(vii) The footpaths are to be reconstructed at the Permit Holder's cost.

(b) All redundant drain outlets are to be demolished and reinstated to Council satisfaction and at the permit holder's cost;

(c) The redundant vehicle crossing on the property's Johnston Street frontage must be demolished and reinstated with paving, kerb and channel to Council's satisfaction and at the Permit Holder's cost.

(d) The concrete open invert (spoon drain) abutting the property's Little Turner Street frontage must be reconstructed to Council's satisfaction and at the Permit Holder's cost.

(e) 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 to Council's satisfaction and at the developer's expense.

(f) A Construction Management Plan must be prepared and submitted to Council. The Plan must be approved by Council prior to the commencement of works. A detailed dilapidation report should detail and document the existing and post construction conditions of surrounding road infrastructure and adjoining private properties.

(g) Any services poles, structures or pits that interfere with the proposal must be adjusted, removed or relocated at the owner's expense after seeking approval from the relevant authority.

(h) Areas must be provided inside the property line and adjacent to the footpath to accommodate pits and meters. No private pits, boundary traps, valves or meters on Council property will be accepted.

(i) Only roof runoff, surface water and clean groundwater seepage from above the water table can be discharged into Council drains.

(j) Council will not permit clean groundwater from below the groundwater table to be discharged into Council's drainage system. Basements that extend into the groundwater table must be waterproofed/tanked.

(k) No parking restriction signs or line-marked on-street parking bays are to be removed, adjusted, changed or relocated without approval or authorisation from Council's Parking Management unit and Construction Management branch.

(l) Any on-street parking reinstated as a result of development works must be approved by Council's Parking Management unit.

(m) The removal of any kerbside parking sensors and any reinstatement of parking sensors will require the Permit Holder to pay Council the cost of each parking sensor taken out

from the kerb/footpath/roadway. Any costs associated with the reinstatement of road infrastructure due to the removal of the parking sensors must also be borne by the Permit Holder.

341. The majority of these additional recommendations can be appropriately captured under general infrastructure, drainage and construction management conditions and/or notes. With regard to (a), footpath reconstruction in this case is considered a reasonable requirement given the scale of the proposed development, the large size of the site and the variety of proposed land uses including the removal of the vehicle crossover.

Vehicle Access – Alteration of Access to a Road in the Transport Zone 2

342. The application proposes to remove the existing vehicle crossover along Johnston Street and reinstate it to footpath, kerb and channel. This constitutes alteration of access to a road in the Transport Zone 2 and thus triggers a planning permit as previously outlined.

343. The proposed removal of a vehicle crossover from Johnston Street is a positive outcome from a traffic safety perspective given that vehicles will no longer be able to access the site from Johnston Street. Pursuant to the Transport Zone 2, Head, Transport for Victoria is the determining authority for this aspect of the application. The authority confirmed that there is no objection to the proposal, subject to the inclusion of one permit condition and one note. These have been added to the officer recommendation.

Traffic

344. In their review of the original application plans (i.e. the superseded plans which proposed 56 car spaces on the land), Council's Engineering Services Unit found that the proposed development would likely result in 22 individual trips in the morning peak and 22 in the evening peak (adopting a traffic generation of 0.5 trips per space per peak hour for the non-residential uses and 0.3 for the apartment dwellings). Council's Engineering Services found that these were not unduly high and would not pose adverse impacts on the surrounding road network. Since that time, the application was amended to reduce the number of car spaces on the land down to 40, which would generate less than 22 individual trips as confirmed by Council's Engineering Services Unit. The lower provision of on-site car parking is a positive outcome for the purposes of traffic impacts.

345. Furthermore, the application has located vehicle access from Little Turner Street. This is the preferred location with respect to pedestrian and traffic safety because there is no footpath at this street, and it has a predominantly 'back-of-house' laneway character with numerous garages and roller doors presenting to the street. The use of Little Turner Street also means that the footpath along the site's Johnston Street frontage will no longer be affected by vehicle movements, consistent with access policy in the DDO15.

Waste

346. Refer to the Waste assessment contained within the *On-Site Amenity (Clause 58)* section of this report.

Loading and unloading

347. The Scheme does not provide any requirements for loading bays, rather Council must consider loading and unloading as relevant to the application. A loading bay has not been specifically designated on the plans, however the southern side of Little Turner Street is designated as a loading zone and thus loading associated with the proposed development would be facilitated by this existing resource. Council's Engineering Services Unit concurred with this, raising no objection to the loading arrangements of the development. Furthermore, the proposed dwellings and Medical Centre land uses are not associated with high loading demand, noting that neither use involves the sale or storage of goods.

Bicycle Facilities

348. With regards to visitor spaces, the development proposes 16 ground floor, horizontal spaces (i.e. eight horizontal hoops), including:
    (a) 12 spaces located externally, north of the resident terrace and;
    (b) 4 spaces located internally, south of the resident terrace and adjacent to the lift lobby.

349. The number of visitor spaces proposed exceeds the minimum prescribed by Clause 52.34 (9 spaces) and is considered to provide a good sustainable transport outcome. Council's Strategic Transport Unit also confirmed that the proposed number of visitor spaces are satisfactory. Council's Strategic Transport Unit also recommended that dimensions of the visitor spaces should be provided to ensure compliance with AS 2890.3. This will be facilitated by way of condition.

350. With regards to resident / employee bicycle spaces, the development proposes a total of 52 spaces (in the form of 26 double bicycle stackers). This significantly exceeds the statutory requirements outlined in Clause 52.34 (11 spaces) and will provide for the needs of cyclists.

    Council's Strategic Transport Unit was generally supportive of the number proposed, however advised that additional bicycle spaces could be pursued through the removal of some of the car parking spaces. Given the high number of bicycle spaces proposed, this advice will not be pursued.

351. The resident / employee spaces are all located within an unsecured area adjacent to the lifts at basement level 01. This is highly accessible for users as it is immediately adjacent to the lift lobby and stairwell. With respect to the arrangement, layout and access of the proposed employee / resident spaces, Council's Strategic Transport Unit recommended that:

    (a) Dimensions of bicycle spaces, lifts, doors and accessways provided to demonstrate compliance with the requirements of AS 2890.3;
    (b) All resident / employee spaces provided in a secure, lockable compound;
    (c) A minimum of 20% of the resident / employee spaces provided as horizontal rail spaces (i.e. in-ground) to improve accessibility for cyclists;

352. These recommendations are reasonable and will ensure an optimal sustainable transport outcome and will thus be facilitated by way of condition.

353. The development also proposes end-of trip facilities for employees, with one shower/ change room and two toilets that also appear to function as change rooms, as well as three lockers. The proposed number of showers matches the number prescribed by Clause 52.34. The design of the facilities, however, could be improved by converting the two toilets into one larger shower / change room, which would mean that more than one shower facility would be provided for employees. A condition will require this. Council's Strategic Transport Unit did not make any recommendations pertaining to the end of trip facilities.

354. The Green Travel Plan provides a number of green travel commitments including management commitments that will encourage residents and employees to utilise non-vehicular means of transport. The Green Travel Plan shows that three car spaces will be dedicated as electric vehicle charging spaces, however the plans do not confirm this. Accordingly, a condition will require a minimum of three electric vehicle car spaces. Council's Strategic Transport Unit did not raise any issues with respect to the Green Travel Plan.

Objector Concerns

355. Objector concerns are discussed as follows:

    (a) *Concerns regarding the proposed design, including building height, massing and architectural quality as well as non-compliance with DDO15;*

        Refer to paragraphs 132 - 203 for a discussion of these matters.

(b) *Off-site amenity impacts (including overlooking, overshadowing, loss of daylight and visual bulk);*

Refer to paragraphs 291 - 333 for a discussion of these matters.

(c) *Off-site amenity impacts associated with the location of a food and drinks premises facing Little Turner Street, proximate to dwellings;*

It is relevant to highlight that the rear commercial tenancy is associated with a Shop rather than a Food and Drink Premises as confirmed by the Waste Management Plan. As previously discussed, a condition will require this detail to be shown on the plans. Refer to paragraphs 312 - 315 for a discussion of noise impacts associated with the proposed uses and the proposed development.

(d) *Concerns about traffic impacts to the surrounding road network including increased traffic levels on Little Turner Street (and associated implications for pedestrian safety on Little Turner Street);*

Refer to paragraphs 344 - 345 for a discussion of these matters.

(e) *Concerns about waste vehicles using Little Turner Street;*

Refer to paragraphs 276 - 280 for a discussion of these matters. Furthermore, a discussion on loading and unloading is provided at paragraph 347.

(f) *Concerns about the proposed car parking reduction and associated impacts to on-street car parking availability;*

Refer to paragraphs 334 - 335 for a discussion of these matters.

(g) *Concerns about the use of a car stacker system;*

Refer to paragraphs 336 - 339 for a discussion of these matters. Furthermore, Council's Development Engineering Unit was satisfied with the proposed use of car stackers.

(h) *Concerns that the proposed on-site car parking provision is too high, failing to reduce reliance on private motor vehicles;*

Refer to paragraphs 334 - 335 for a discussion of these matters. Furthermore, the proposed development encourages green travel as discussed at paragraphs 261 – 267.

(i) *Lack of secure, lockable compound provided for the bicycle spaces;*

Refer to paragraphs 348 - 354 for a discussion of these matters.

(j) *Lack of electric vehicle charging facilities;*

As discussed at paragraph 354, conditions will require a minimum of three electric vehicle spaces to be provided.

(k) *Poor internal amenity, including insufficient bedroom sized and extent of ventilation;*

Refer to paragraphs 177 - 262 for a discussion of these matters.

(l) *Lack of dwelling diversity;*

Refer to paragraph 208 for a discussion of these matters.

(m) *Impacts to the neighbourhood character of the surrounding area;*

Refer to paragraphs 138 – 140 for a discussion of the development's response to the nearby heritage context as well as paragraphs 186 - 195 for a discussion of the proposal's architectural quality.

(n) *Impacts on the infrastructure (including transport infrastructure);*

Refer to paragraph 209 for a discussion of these matters.

(o) *Amenity impacts associated with the construction of the development, including noise impacts, traffic and damage to property and vehicles in the area;*
Matters pertaining to construction-related impacts are not dealt with at the Planning Permit stage, however a condition will require a comprehensive Construction Management Plan to be submitted to and endorsed by Council prior to commencement of works to ensure best practice construction methods are implemented.

(p) *Identification of a typographical error in the application's Green Travel Plan.*

Table 3 of the Green Travel Plan refers to three facilities that are not within proximity to the site (Ashburton Shopping Centre, Watson Park and Solway Primary School). This is simply a typographical error. A condition will require the Green Travel Plan to be corrected.

Conclusion

356. The proposed development is considered to demonstrate a high level of compliance with policy objectives contained within the Planning Policy Framework and Municipal Strategic Statement. Notably, the proposal achieves the State Government's urban consolidation objectives, is consistent with the DDO15 and will provide a high level of amenity for occupants of the building.

357. The proposal, subject to the conditions recommended, is a satisfactory planning outcome that demonstrates clear compliance with the relevant Council policies.

RECOMMENDATION

That having considered all objections and relevant planning policies, the Committee resolves to issue a Notice of Decision to Grant Planning Permit PLN21/0316 for the construction of a multi-storey building for office (medical centre), food and drink premises, shop and dwellings (permit required for the dwellings land use only), buildings and works within the Transport Zone 2, alteration of access to a road in Transport Zone 2 and a reduction in the car parking requirements.at 398 – 400 Johnston Street Abbotsford, subject to the following conditions:

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 architectural plans prepared by MA Architects dated 30 June 2022 but modified to show:
   (a) The following changes in accordance with the sketch plans received by Council on 07 February 2023:
      (i) Level 08 balconies reduced in size so that these balconies (including inter-tenancy screening and balustrades) comply with the 45 degree setback controls

of the Design and Development Overlay (Schedule 15);
(ii) Raking of the front section of the services screening to comply with the 45 degree setback control of the Design and Development Overlay (Schedule 15);
(iii) Provision of additional articulation to the Johnston Street podium through the application of brick snap cladding to the central section of the podium façade (at levels 01, 02, 04 and 05);
(iv) Provision of an additional gate and fencing to the northern edge of the resident terrace;

But further modified to show:

(b) Notate the westernmost ground floor tenancy facing Johnston Street as a Food and Drink Premises and notate the three remaining ground floor tenancies as Shop;
(c) Removal of thick black outline on east and west elevations (depicting adjacent development);
(d) The residential entrance gates at Johnston Street and at Little Turner Street provided with a minimum visual transparency of 50%;
(e) Dimension the height of the rear ground floor fencing and entrance gate at Little Turner Street;
(f) Details of lighting within the ground floor setback area along Little Turner Street ensuring some sensor lighting;
(g) Reconfigure the Johnston Street footpath canopy to provide openings within the canopy that have a minimum radial clearance of 3m from the trunks of the two street trees along the Johnston Street frontage, with these openings provided with a curved design where possible;
(h) Dimension the footpath clearance height, depth outside title boundaries and minimum 750mm setback from the street kerb of the Johnston Street footpath canopy;
(i) Clarify the ground surface material proposed for the ground floor setback area along the Johnston Street frontage;
(j) Reconfigure the ground floor Johnston Street fire booster cupboard so that the service doors can be pinned back 180 degrees to the building façade when in use;
(k) Notation confirming that the rainwater tank has a minimum capacity of 20,000L and that it will be connected to toilets for flushing at ground floor, level 01 (apartments) and level 02 (Office Medical Centre);
(l) Correct the Clause 58 plans to correctly identify that there are a total of two 'Type H' apartments;
(m) Hit-and-miss brickwork screens to the north-facing windows of apartments 308, 310, 404, 406, 504 and 505 to be provided with a maximum visual transparency of 25%;
(n) The north-facing windows and balconies of apartments 501 and 502 screened to comply with the internal views objective of clause 58.04-2 with respect to the balconies of apartments 401 and 402;
(o) Notation on the ground floor plan to confirm that the southern entrance to the resident terrace is locked with a fob pass for occupants of the apartments only;
(p) Update all Overlooking Diagrams and Sections A and C to provide the following dimensions for apartments 103, 104, 203, 204, 303 and 304:
(i) The height and depth of the solid balustrades;
(ii) Height and depth of the horizontal fin screening;
(iii) Size of the gaps between each of the horizontal fins;
(q) The north-facing balconies and habitable room windows of apartments 103, 203 and 303 screened to comply with the overlooking objective of clause 55.04-6, with respect to views into the secluded private open space of No. 87 Turner Street;
(r) The north-facing balconies and habitable room windows of apartments 303 and 304 screened to comply with the overlooking objective of clause 55.04-6, with respect to views into the secluded private open space of No. 97 Turner Street;
(s) Provision of an additional overlooking diagram to demonstrate that the development complies with the overlooking objective of clause 55.04-6 with respect to the secluded private open space of No. 99 Turner Street;
(t) A minimum of eight storage cages provided with notations confirming that these are

allocated to all Type A, Type F and Type J apartments;

(u) Clause 58 (BADS) plans updated to show:
  (i) The Type A, Type C and Type F apartments provided with adaptable bathroom doors that are clear of the adaptable bathroom circulation area and provided with readily removable hinges;
  (ii) The Type B apartments provided with notations to confirm that the adaptable bathroom doors have hinges that are readily removable;
  (iii) The Type B and Type E apartments provided with notations to confirm that the adaptable bathrooms have shower screens that are removable;
  (iv) The adaptable bathrooms of Type B and Type E apartments reconfigured to have the toilets located closest to the door opening;

(v) A convex mirror mounted at the eastern edge of the development entrance;

(w) The internal ramped accessway dimensioned;

(x) Redesign or repositioning of the basement columns to comply with *Diagram 1 Clearance to car parking spaces* of clause 52.06-9;

(y) Motorcycle spaces dimensioned;

(z) Cross-section drawing (ground clearance check) of the vehicle entrance (for the first 7m inside the property) using the B99 design vehicle. The ground clearance check must provide (or show) the following:
  (i) spot levels of the property boundary, the open invert, the edge of the channel and a number of different locations within the road pavement of Little Turner Street;
  (ii) no vehicle scraping or 'bottoming out' of a B99 vehicle as it accesses the subject site via Little Turner Street.

(aa) Dimension the visitor bicycle spaces, demonstrating compliance with AS 2890.3;

(bb) With respect to the employee / resident bicycle spaces:
  (i) Show dimensions of bicycle spaces, lifts doors and accessways to demonstrate compliance with the access requirements of AS 2890.3;
  (ii) All spaces located within a secure, lockable compound;
  (iii) A minimum of 20% of the spaces provided as horizontal rack spaces;

(cc) Provision of a second shower / change room facility at ground floor by merging the two toilets;

(dd) A minimum of three electric vehicle car spaces;

(ee) any requirement of the endorsed Sustainable Management Plan (condition 5) (where relevant to show on plans);

(ff) any requirement of the endorsed Waste Management Plan (condition 7) (where relevant to show on plans);

(gg) any requirement of the endorsed Landscape Plan (condition 10) (where relevant to show on plans);

(hh) any requirement of the endorsed Tree Management Plan (condition 12) (where relevant to show on plans)

(ii) any requirement of the endorsed Acoustic Report (condition 14) (where relevant to show on plans);

(jj) any requirement of the endorsed Wind Report (condition 15) (where relevant to show on plans);

2. The use and development 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.

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, façade services 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, including any vegetation;
(d) details of the construction, durability and alignment of the snip brick cladding, and;
(e) a materials schedule (with example images) and coloured drawings outlining colours, materials and finishes and clarification of the exact produce type for the snap brick cladding;

4. As part of the ongoing consultant team, MA Architects Pty Ltd or an architectural firm to the satisfaction of the Responsible Authority must be engaged to:
   (a) oversee the 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.

Sustainable Management Plan

5. Before the development commences, an amended Sustainable Management Plan 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 Sustainable Management Plan must be generally in accordance with the Sustainable Management Plan prepared by Frater Consulting Services, dated 07 July 2022 (as well as the Daylight Modelling Report prepared by IGS and dated 28 June 2022) , but modified to include or show:
   (a) Confirm whether gas is being used at all within the building (i.e. for cooking and discuss whether the development has potential to be 100% all electric;
   (b) Remove all ambiguous language from the commitments within the material category;

6. The provisions, recommendations and requirements of the endorsed Sustainable Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

Waste Management Plan

7. 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 One Mile Grid and dated 01 July 2022, but modified to include or show:
   (a) Specify the maximum size of waste vehicles to be used for waste collection, with corresponding swept path diagrams to demonstrate that these vehicles can access and egress Little Turner Street;
   (b) Clarify how hard waste and e-waste will be managed.

   To the satisfaction of the Responsible Authority.

8. The provisions, recommendations and requirements of the endorsed Waste Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

9. The collection of waste from the site must be by private collection, unless with the prior written consent of the Responsible Authority.

Landscape Plan

10. 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 Bradbury Culina and dated 16 June 2021, but modified to include (or show):

(a) Updated to align with the endorsed plans referenced at condition 1.
(b) Show climbing plants in the central ground floor landscaping strip (within the northern ground floor setback area) that are capable of growing up the hit-and-miss brick screening of the northern façade at ground floor, level 01 and level 02;
(c) The provision of:
    (i) One Type A Tree provided in a planter (in accordance with the minimum specifications of Table D3 of Standard D10 of Clause 58) within the ground floor resident terrace;
    (ii) A minimum of one Type A tree provided in a planter (in accordance with the minimum specifications of Table D3 of Standard D10 of Clause 58) at the roof garden at level 01;
    (iii) The above-mentioned Type A trees to be of a species that can grow in low sunlight conditions;
(d) The soil mix used in planters above ground to be specified as lightweight media;
(e) Clarify depth of all planted areas, with a minimum soil depth of 0.8m for any tree plantings;
(f) Information on the proposed methods for irrigation and drainage;

(g) A plant and landscape maintenance schedule including details on tasks and frequency to maintain the landscaping, details on accessing landscaping areas above ground floor and details on how communal landscaped areas will be managed;

to the satisfaction of the Responsible Authority.

11. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the landscaping works shown on the endorsed Landscape Plan must be carried out and completed to the satisfaction of the Responsible Authority. The landscaping shown on the endorsed Landscape Plan 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.

Tree Management Plan

12. Before the development commences, a Tree Management Plan regarding the street trees along Johnston Street to the satisfaction of the Responsible Authority and by a suitably qualified Arborist must be submitted to and approved by the Responsible Authority. When approved the Tree Management Plan will be endorsed and will form part of the permit. The Tree Management Plan must include (or show):

    (a) All construction methods in accordance with AS4970-2009 (Protection of trees on development sites);
    (b) Identify tree protection measures to ensure the long term viability of the street trees including;
        (i) Show tree protection fencing to be solid hoarding fixed to the ground that extends along the footpath along the width of the tree canopy;
        (ii) Identify tree protection measures that protect the canopy from any damage by machinery, vehicles or construction processes;

    all to the satisfaction of the Responsible Authority.

13. The provisions, recommendations and requirements of the endorsed Tree Management Plan

must be complied with and implemented thereafter to the satisfaction of the Responsible Authority.

Acoustic Report

14. The provisions, recommendations and requirements of the endorsed Acoustic Report generally in accordance with the Acoustic Report prepared by Cogent Acoustics and dated 22 June 2022, must be implemented and complied with to the satisfaction of the Responsible Authority.

Wind Assessment Report

15. Before the development commences, an amended Wind Assessment Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Wind Assessment Report will be endorsed and will form part of this permit. The amended Wind Assessment Report must be generally in accordance with the Wind Assessment Report prepared by Wind Tech and dated 27 June 2022, but modified to include (or show):

    (a) Demonstrate the 'standing comfort' criterion being achieved at the rear pedestrian entrance (at the eastern end of the Little Turner Street frontage) without reliance on landscaping;

    (b) Demonstrate that the 'walking comfort' criterion can be achieved along the Johnston Street footpath accounting for the reduced extent of canopy as required by condition 1(f);
    (c) Demonstrate that the revised level 08 balconies (as required by condition 1(a) will meet the standing comfort criterion;
    (d) Demonstrate that the building entrances along the Johnston Street frontage will achieve the standing comfort criterion;
    (e) Demonstrate the wind outcomes stated throughout the report by undertaking wind modelling with a discussion of any additional attenuation measures that may be required as a result of the findings of the wind modelling.

    all to the satisfaction of the Responsible Authority.

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.

Road Infrastructure

17. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the redundant vehicular crossing on the property's Johnston Street frontage must be demolished and re-instated as standard footpath and kerb and channel:
    (a) at no cost to the Responsible Authority, and;
    (b) to the satisfaction of the Responsible Authority.

18. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the footpath along the property's Johnston Street frontage must be reconstructed and satisfy the following:
    (a) Be reconstructed in asphalt in accordance with Council standards;
    (b) The footpath must be constructed in compliance with DDA requirements i.e. – a maximum crossfall of 1 in 33 for asphalt;
    (c) The internal finished floor levels (FFL) must be aligned to the proposed DDA compliant footpath levels at the interface with the property boundary;
    (d) The alignment and level of existing kerb and channel in Johnston Street is not to be altered unless agreed upon with Council in writing;
    (e) The longitudinal grade of the footpath abutting the property (on either side) must not be

altered unless agreed upon with Council in writing;
(f) Existing and proposed service pits within the footpath area must be adjusted to match the reconstructed footpath grades/surface; and
(g) The footpaths are to be reconstructed at the Permit Holder's cost,

to the satisfaction of the Responsible Authority;

19. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any roads, footpaths and other road related infrastructure adjacent to the development site damaged as a result of the construction works (including trenching and excavation for utility service connections) must be reinstated:
(a) at no cost to the Responsible Authority; and
(b) to the satisfaction of the Responsible Authority.

20. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, all redundant drain outlets must be demolished and reinstated:
(a) at no cost to the Responsible Authority; and
(b) to the satisfaction of the Responsible Authority.

Car Parking

21. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the area set aside on the endorsed plans for the car parking spaces, access lanes, driveways and associated works must be:
(a) constructed and available for use in accordance with the endorsed plans;
(b) formed to such levels and drained so that they can be used in accordance with the endorsed plans;
(c) treated with an all-weather seal or some other durable surface; and
(d) line-marked or provided with some adequate means of showing the car parking spaces,
all to the satisfaction of the Responsible Authority.

22. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, a notice showing the location of car parking 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.

Green Travel Plan

23. Before the development 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 One Mile Grid and dated 4 July 2022, but modified to include (or show):
(a) Update Table 3 by removing reference to Ashburton Shopping Centre, Watson Park and Solway Primary School;
(b) Discuss proposed end of trip facilities;

all to the satisfaction of the Responsible Authority.

24. The provisions, recommendations and requirements of the endorsed Green Travel Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

Lighting

25. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, external lighting capable of illuminating access to the pedestrian and vehicular entrances must be provided on the subject site. Lighting must be:
(a) located;
(b) directed;

(c) shielded; and
(d) of limited intensity,
all to the satisfaction of the Responsible Authority.

General

26. Finished floor levels shown on the endorsed plans must not be altered or modified without the prior written consent of the Responsible Authority.

27. The amenity of the area must not be detrimentally affected by the construction, including through:
    (a) the transport of materials, goods or commodities to or from 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.

28. The development must at all times comply with the noise limits specified in the Environment Protection Regulations under the Environment Protection Act 2017 and the incorporated Noise Protocol (Publication 1826.4, Environment Protection Authority, May 2021), as may be amended from time to time.

29. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, all new on-boundary walls must be cleaned and finished to the satisfaction of the Responsible Authority.

30. Before the building is occupied, any wall located on a boundary facing public property must be treated with a graffiti proof finish to the satisfaction of the Responsible Authority.

31. All buildings and works must be maintained in good order and appearance to the satisfaction of the Responsible Authority.

32. 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.

Development Contributions

33. 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.

34. Prior to the issue of a building permit, the Community 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 Community Infrastructure Levy within a time specified in the agreement.

Construction Management

35. 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 and adjoining private properties;
    (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) 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;

(o) 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;
(p) 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
    (vi) any site-specific requirements.

During the construction:
(q) any stormwater discharged into the stormwater drainage system must be in compliance with Environment Protection Authority guidelines;
(r) 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;
(s) vehicle borne material must not accumulate on the roads abutting the land;
(t) the cleaning of machinery and equipment must take place on the land and not on adjacent footpaths or roads; and
(u) all litter (including items such as cement bags, food packaging and plastic strapping) must be disposed of responsibly.

36. 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 9am or after 3pm; or

(c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.

Transport for Victoria Condition (Condition 35)

37. Prior to commencement of use all disused or redundant vehicle crossings must be removed, and the area reinstated to the satisfaction of the Responsible Authority and at no cost to the Head, Transport for Victoria.

Time expiry

38. 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 dwellings use is 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

A building permit maybe required before development is commenced. Please contact Council's Building Services on 9205 5555 to confirm.

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.

All future employees and occupants within the development approved under this permit will not be permitted to obtain resident, employee or visitor parking permits.

Provision must be made for drainage of the site to a legal point of discharge. Please contact Council's Building Services on 9205 5555 for further information.

Only roof runoff, surface water and clean groundwater seepage from above the water table can be discharged into Council drains.

Council will not permit clean groundwater from below the groundwater table to be discharged into Council's drainage system. Basements that extend into the groundwater table must be waterproofed/tanked.

Areas must be provided inside the property line and adjacent to the footpath to accommodate pits and meters. No private pits, valves or meters on Council property will be accepted.

Any services poles, structures or pits that interfere with the proposal must be adjusted, removed or relocated at the Permit Holder's expense after seeking approval from the relevant authority.

No parking restriction signs or line-marked on-street parking bays are to be removed, adjusted, changed or relocated without approval or authorisation from Council's Parking Management unit and Construction Management branch.

Any on-street parking reinstated as a result of development works must be approved by Council's Parking Management Unit.

The removal of any kerbside parking sensors and any reinstatement of parking sensors will require

the Permit Holder to pay Council the cost of each parking sensor taken out from the kerb/footpath.

Transport for Victoria Note

Separate consent may be required from Head, Transport for Victoria under the Road Management Act 2004 for buildings and works undertaken outside the title boundary within a Transport Zone 2 (Johnston Street). Please contact Head, Transport for Victoria prior to commencing any works.

Attachments

1 PLN21/0316 - PDC Attachment - Sketch Plans received 07 February 2023

2 PLN21/0316 - PDC Attachment - Decision Plans

3 PLN21/0316 - PDC Attachment - Site Locality Plan

4 PLN21/0316 - PDC Attachment - Combined Referral Comments

Attachment 1 - PLN21/0316 - PDC Attachment - Sketch Plans received 07 February 2023





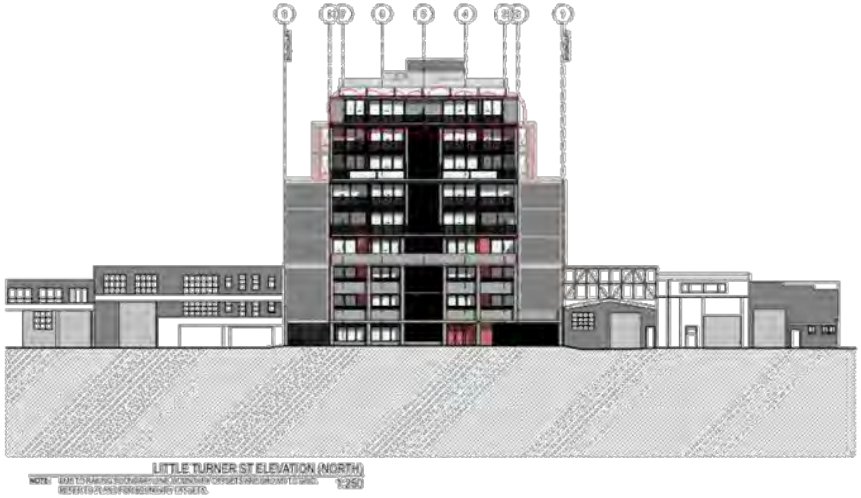
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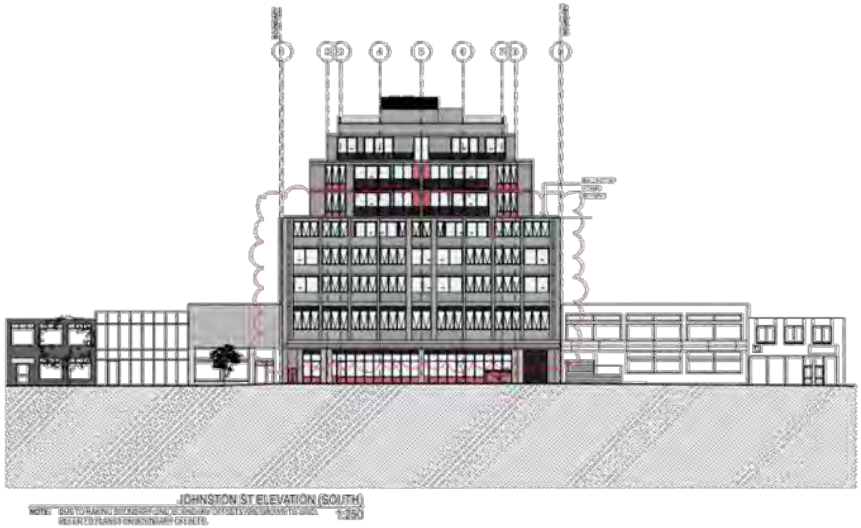




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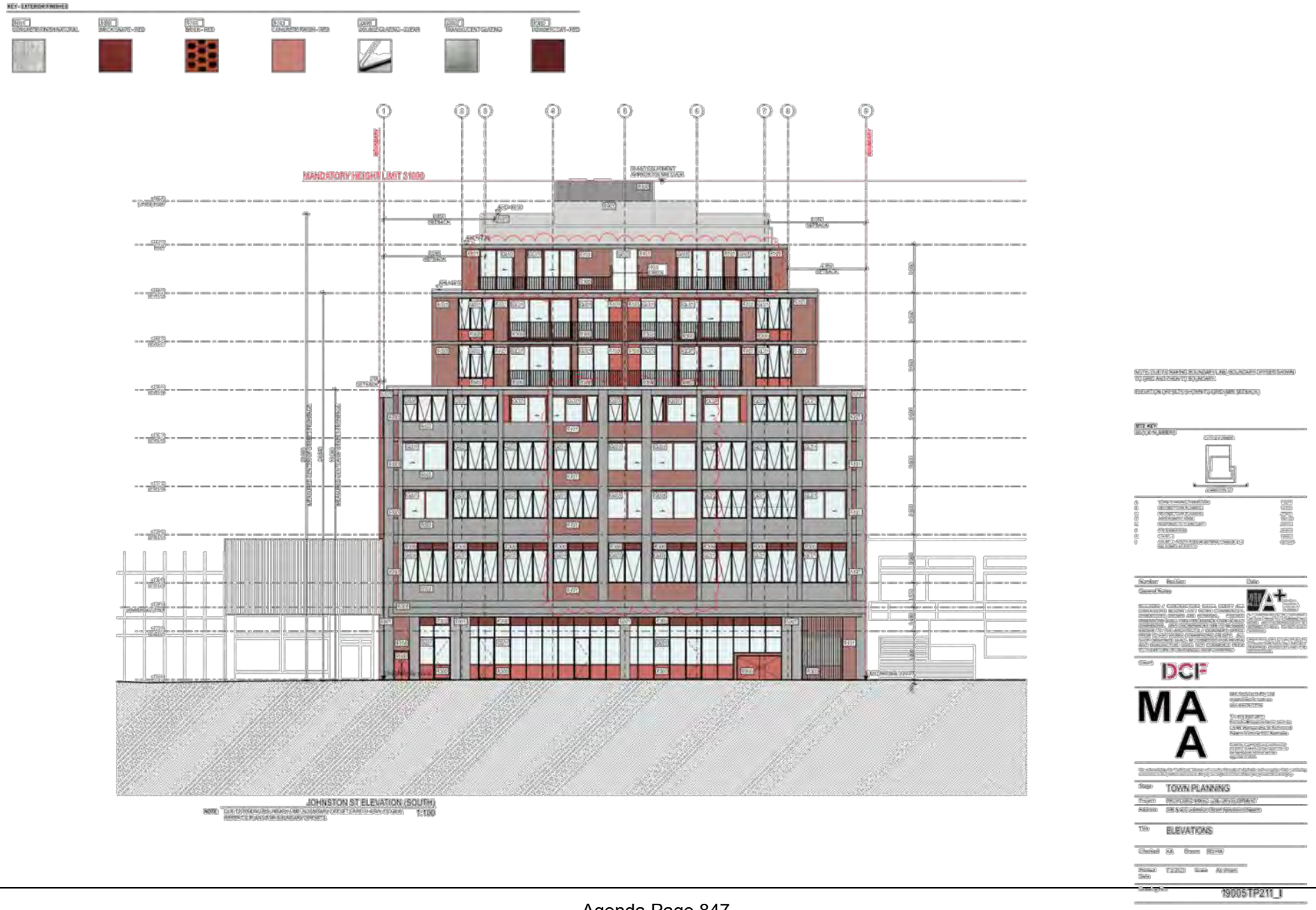
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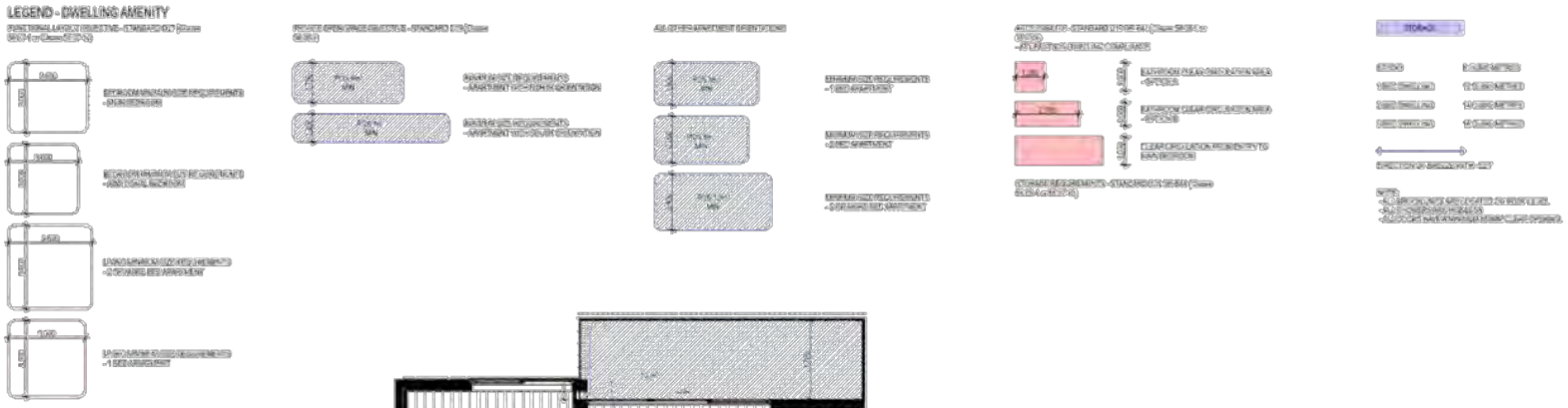
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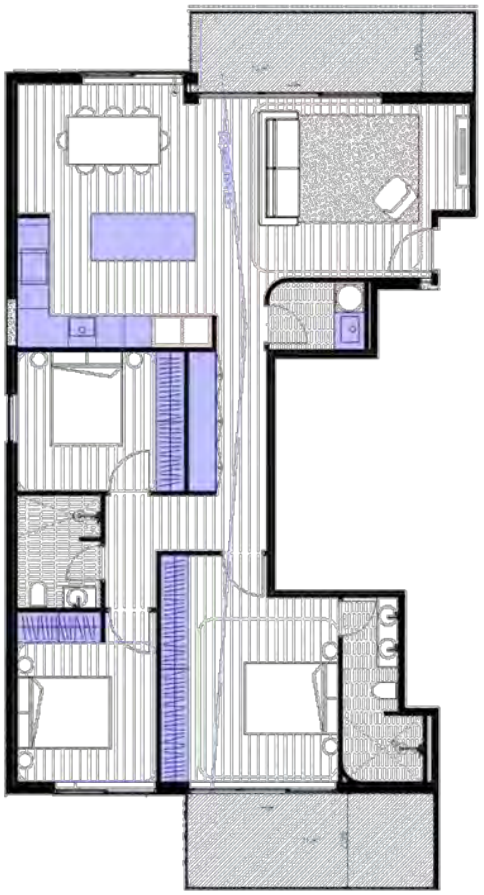


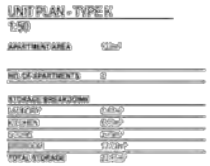
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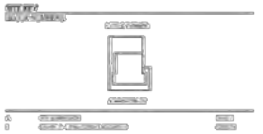


Attachment 1 - PLN21/0316 - PDC Attachment - Sketch Plans received 07 February 2023











Attachment 2 - PLN21/0316 - PDC Attachment - Decision Plans

398 & 400 Johnston Street
Abbotsford



AERIAL PHOTO
NTS

SUBJECT SITE

DRAWING LIST

TP001	COVER SHEET
TP002	AREA SCHEDULE
TP003	PERSPECTIVES / RENDERS
TP004	PERSPECTIVES / RENDERS
TP005	PERSPECTIVES / RENDERS
TP006	PERSPECTIVES / RENDERS
TP007	PERSPECTIVES / RENDERS
TP008	PERSPECTIVES / RENDERS
TP009	PERSPECTIVES / RENDERS
TP050	DEMO PLANS
TP055	DEMO ELEVATIONS
TP056	DEMO ELEVATIONS
TP060	FINISHES
TP090	SITE PLAN
TP098	BASEMENT PLAN
TP099	LG0 PLAN
TP100	LG1 PLAN
TP101	GROUND FLOOR PLAN
TP102	L01 PLAN
TP103	L02 PLAN
TP104	L03 PLAN
TP105	L04 PLAN
TP106	L05 PLAN
TP107	L06 PLAN
TP108	L07 PLAN
TP109	L08 PLAN
TP110	ROOF PLAN
TP114	LIFTPIT & ROOF PLAN
TP200	STREET ELEVATIONS
TP201	ELEVATIONS
TP202	ELEVATIONS
TP203	ELEVATION
TP204	ELEVATION
TP300	SECTION SHEET 01
TP301	SECTION SHEET 02
TP302	SECTION SHEET 03
TP303	SECTION SHEET 04
TP400	DOCK PERSPECTIVES
TP401	DOCK PERSPECTIVES
TP402	OVERLOOKING SECTION
TP500	TYPICAL BALUSTRADE AND SCREEN DETAIL
TP700	FACILITY SUMMARY
TP701	UNIT PLANS
TP702	UNIT PLANS
TP703	UNIT PLANS
TP704	UNIT PLANS
TP705	UNIT PLANS
TP800	SHADOW DIAGRAMS
TP801	SHADOW DIAGRAMS
TP804	SHADOW DIAGRAM
TP805	SHADOW DIAGRAM
TP806	SHADOW DIAGRAM

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SITE INFORMATION
Site Area 1723.3 m²

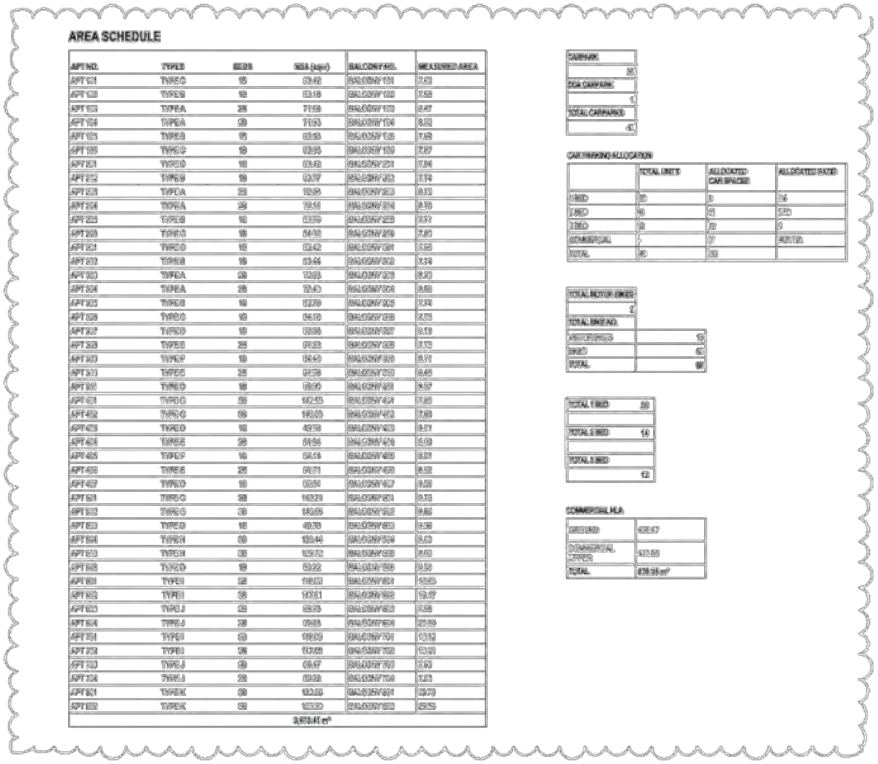
ZONE
Commercial 1 (C1Z)

OVERLAYS
DDO
EAO
DPO

COMMUNAL OPEN SPACE
40 Clubs at 25m² = 1000 m²
Provided Area = 1078 m²



Attachment 2 - PLN21/0316 - PDC Attachment - Decision Plans



AREA SCHEDULE

APT NO.	TYPE	BEDS	AREA (sqm)	BALCONY NO.	MEASURED AREA
APT 001	TYPE C	1B	53.42	BALCONY 001	7.43
APT 002	TYPE B	1B	53.18	BALCONY 002	7.58
APT 003	TYPE A	2B	77.58	BALCONY 003	8.47
APT 004	TYPE A	2B	77.93	BALCONY 004	8.02
APT 005	TYPE B	1B	53.53	BALCONY 005	7.58
APT 006	TYPE C	1B	53.95	BALCONY 006	7.87
APT 007	TYPE C	1B	53.42	BALCONY 007	7.94
APT 008	TYPE B	1B	53.37	BALCONY 008	7.74
APT 009	TYPE A	2B	78.95	BALCONY 009	8.33
APT 010	TYPE A	2B	78.16	BALCONY 010	8.16
APT 011	TYPE B	1B	53.59	BALCONY 011	7.57
APT 012	TYPE C	1B	54.18	BALCONY 012	7.97
APT 013	TYPE C	1B	53.42	BALCONY 013	7.95
APT 014	TYPE B	1B	53.46	BALCONY 014	7.74
APT 015	TYPE A	2B	78.93	BALCONY 015	8.33
APT 016	TYPE A	2B	78.43	BALCONY 016	8.68
APT 017	TYPE B	1B	53.29	BALCONY 017	7.54
APT 018	TYPE C	1B	54.18	BALCONY 018	7.75
APT 019	TYPE C	1B	53.98	BALCONY 019	8.19
APT 020	TYPE E	2B	91.23	BALCONY 020	7.75
APT 021	TYPE F	1B	54.49	BALCONY 021	8.11
APT 022	TYPE E	2B	91.38	BALCONY 022	8.45
APT 023	TYPE D	1B	55.06	BALCONY 023	9.57
APT 024	TYPE G	2B	142.65	BALCONY 024	11.65
APT 025	TYPE G	2B	142.03	BALCONY 025	7.89
APT 026	TYPE D	1B	49.78	BALCONY 026	8.01
APT 027	TYPE E	2B	91.56	BALCONY 027	8.09
APT 028	TYPE F	1B	54.19	BALCONY 028	8.01
APT 029	TYPE E	2B	90.71	BALCONY 029	8.18
APT 030	TYPE D	1B	53.84	BALCONY 030	8.08
APT 031	TYPE G	3B	163.29	BALCONY 031	8.73
APT 032	TYPE G	3B	162.69	BALCONY 032	9.80
APT 033	TYPE D	1B	49.78	BALCONY 033	8.36
APT 034	TYPE H	2B	100.44	BALCONY 034	8.63
APT 035	TYPE H	2B	100.72	BALCONY 035	8.60
APT 036	TYPE D	1B	53.22	BALCONY 036	8.59
APT 037	TYPE I	2B	100.01	BALCONY 037	10.65
APT 038	TYPE I	2B	100.61	BALCONY 038	10.97
APT 039	TYPE J	2B	99.05	BALCONY 039	8.58
APT 040	TYPE J	2B	99.48	BALCONY 040	20.69
APT 041	TYPE I	2B	99.05	BALCONY 041	10.53
APT 042	TYPE I	2B	100.66	BALCONY 042	10.90
APT 043	TYPE J	2B	99.67	BALCONY 043	8.60
APT 044	TYPE J	2B	99.68	BALCONY 044	8.61
APT 045	TYPE K	2B	100.06	BALCONY 045	20.73
APT 046	TYPE K	2B	100.30	BALCONY 046	20.55

CARPARK

55

DDA CARPARK

1

TOTAL CARPARKS

45

CAR PARKING ALLOCATION

	TOTAL UNITS	ALLOCATED CAR SPACES	ALLOCATED RATIO
1 BED	20	0	0:1
2 BED	16	16	1:1
3 BED	2	22	0
COMMERCIAL	1	7	7:1000
TOTAL	40	53	

TOTAL MOTOR BIKES

2

TOTAL BIKE NO.

RESIDENTIAL	10
VISIT	6
TOTAL	16

TOTAL 1 BED	20
TOTAL 2 BED	16
TOTAL 3 BED	2

COMMERCIAL NLA

GROUND	439.47
1 COMMERCIAL (OPEN)	437.68
TOTAL	439.95 m²

ABBREVIATIONS

ADJ	ADJUSTABLE SHELF
APPL	APPLIANCE POWER OUTLET
ASNZS	ASNZS NATIONAL CAPITAL MODEL
AV	ACOUSTIC MONITOR
AWD	AUSTRALIAN WEIGHTS DATUM
AP	ACCESS PANEL
B	BENCH
BA	BASIN
BAL	BALUSTRADE
BUNG	BUNGALOW
BO	BALCONY OUTLET
BOL	BOLLARD
BOOSTER	BOOSTER ASSEMBLY
CPD	CUPBOARD
CJ	CONSTRUCTION JOINT
CN	CEILING HEIGHT NOTE
CW	CURTAIN WALL
DP	CONTROL PANEL
CR	CARD READER
DT	DRAFTTOP
COL	COLUMN
CPT	CARPET TILES
D	DRAWER
DAT	DATA POINT
DB	DISTRIBUTION BOARD
DGL	DANGER
DJ	DOUBLE JOIST
DP	DOWNPIPE
DWPR	DRAWER
DRY	DRYER
DS	DECKING SEAT
DT	DOOR THRESHOLD
DW	DISHWASHER
EJ	EXPANSION JOINT
EK	ELECTRIC
F	FAN
FB	FIRE BLANKET
FDR	FLOOR BOX
FE	FIRE EXTINGUISHER
FHR	FIRE HOSE REEL
FIP	FIRE INDICATOR PANEL
FN	FENCE
FP	FOUNTAIN
FR	FRIDGE
FWS	FLOOR WASTE
FWS	FLOOR WASTE
FX	FIXTURE
G	GRILL
GAS	GAS METER ENCLOSURE
GAT	GRATED ACCESS TRAP
GL	GLAZED
GP	GRATED DRIP
GT	GRATED TRENCH
GW	GUTTER
HC	HOSE COCK
HD	HANDRAIL
HR	HANGER
HTR	HEATER
HW	HOT WATER
HYD	FIRE HYDRANT
IR	IRRIGATION
IRT	INTERCOM
JP	JUNCTION PIT
JT	JOINT
K	KERB
KAC	KERB & CHANNEL
LAD	LADDER
LBD	LINEN BOARD
LD	LOUVRE DRAIN
LV	LOUVRE
M	MIRROR
MB	MAILBOXES
ML	MICROWAVE
MP	MOTOR PANEL
MSB	MAIN SWITCH BOARD
MWSA	MAIN WATER SERVICE ASSEMBLY
MW	MAIN
NC	NATURE CONTRACT
OP	OVERFLOW PIPE
OPW	OPEN WELL GRATING
OS	OARSEN - OPEN SPACE
OV	OVEN
P	TOILET PAN
PB	PLANTER BOX
PF	PERGOLA FRAME
POS	SERVICED PRIVATE OPEN SPACE
PSY	PSYCHIATRY
RD	ROOF DRAIN
RF	ROOF
RFD	RAIN FALL DOWN
RG	RADIATOR GRILLE
RSW	RUBBISH CHUTE
RU	RUBBISH UNIT
RS	ROLLER SHUTTER
RW	RETAINING WALL
SAN	SANITARY PANEL
SAN	SANITARY PANEL
SC	SECURITY
SH	SHOWER
SHT	SHEET
SK	SKYLIGHT
SOP	SAT OUTLET POINT
SPKR	SPEAKER
SPR	SPRINKLER
ST	STAIR
STR	GUTTER
STP	SUMP
SU	SUMP
SWD	SWITCHBOARD
TB	TRANSLUCENT GLASS
TBR	TOILET PARTITIONS
TP	TOILET PARTITION
TWIN GLASS	TWIN GLASS
UB	URINAL
UWM	UNIT WATER METERS
WM	WASHING MACHINE
WMP	WATER MAINS
WS	WHEELSTOP
WT	WATER TANK

SYMBOLS LEGEND

SERVICES

EARLY WARNING SYSTEM



DCP

MA A

TOWN PLANNING

AREA SCHEDULE

19005TP002_G

Attachment 2 - PLN21/0316 - PDC Attachment - Decision Plans





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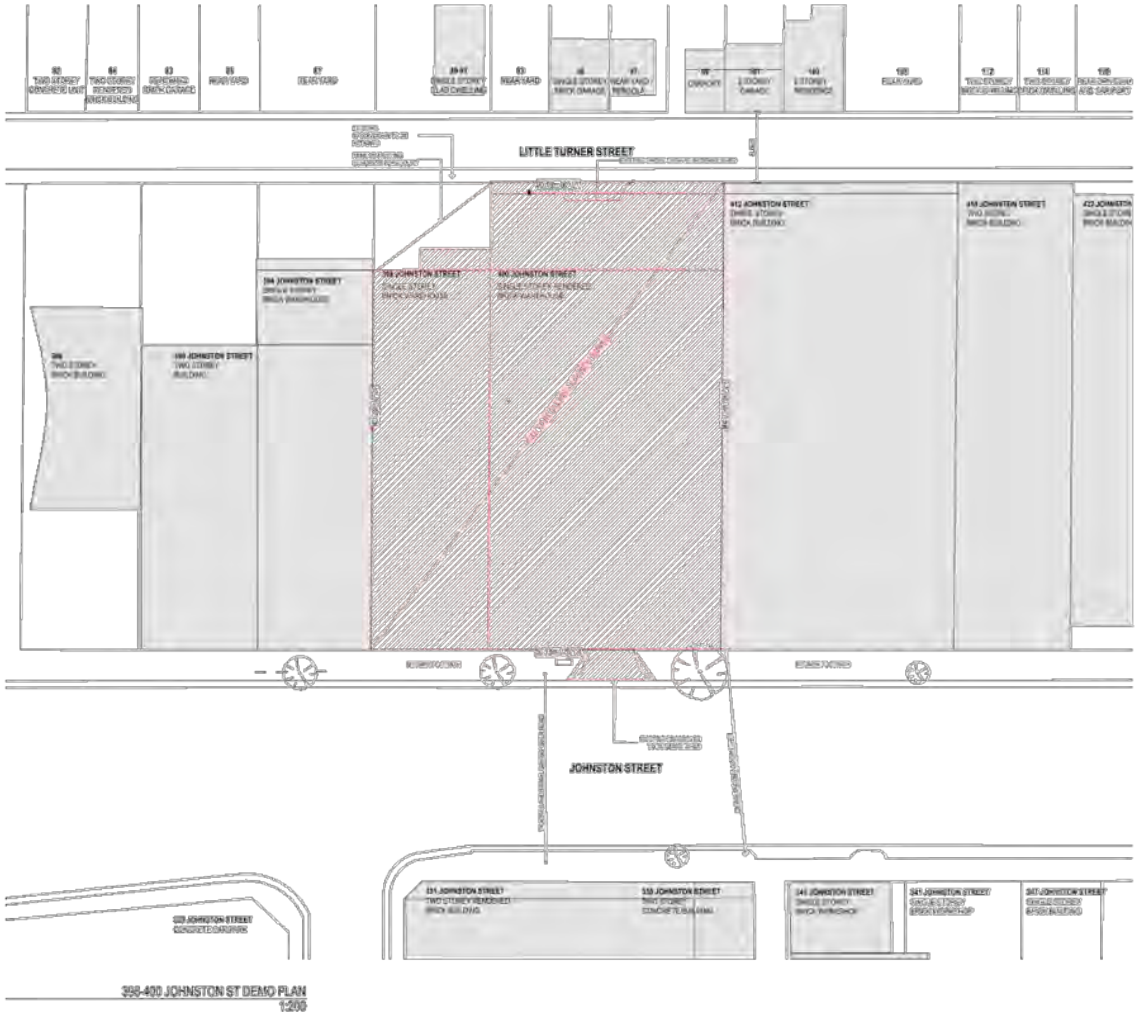


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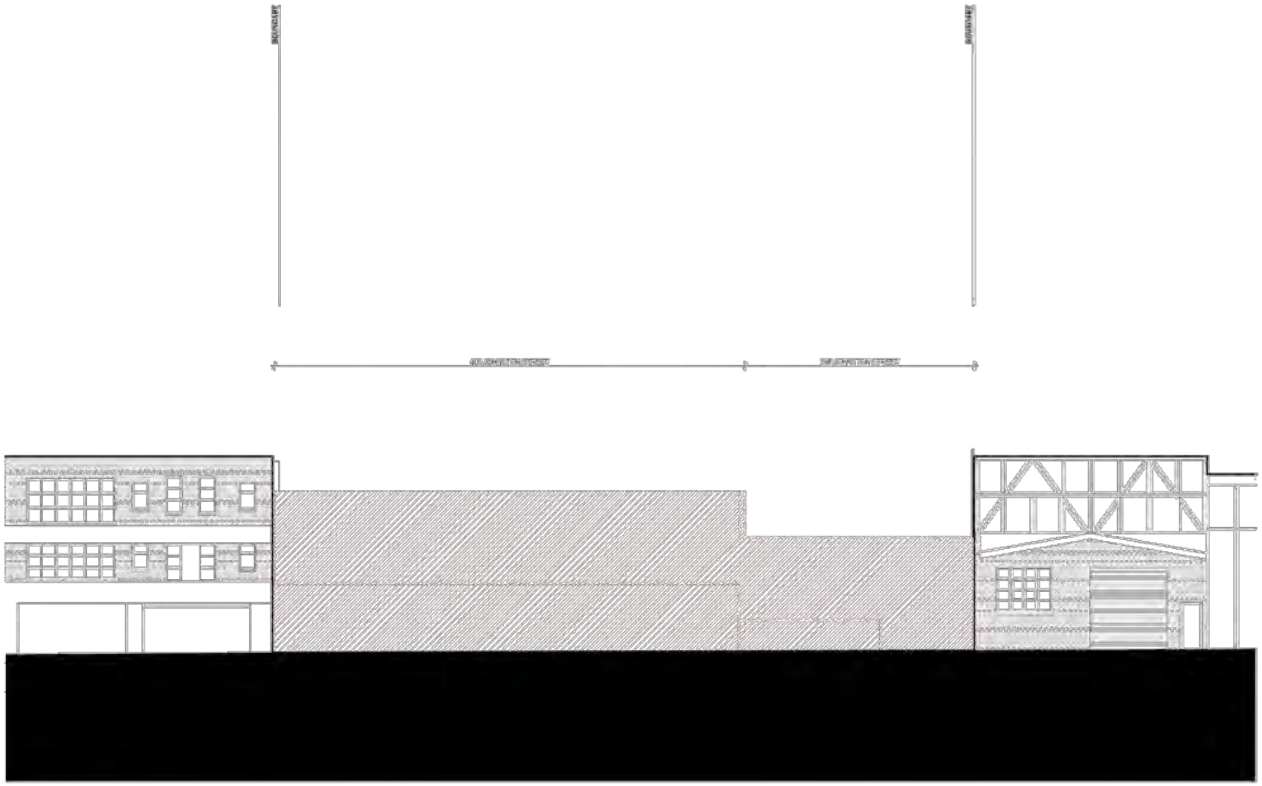


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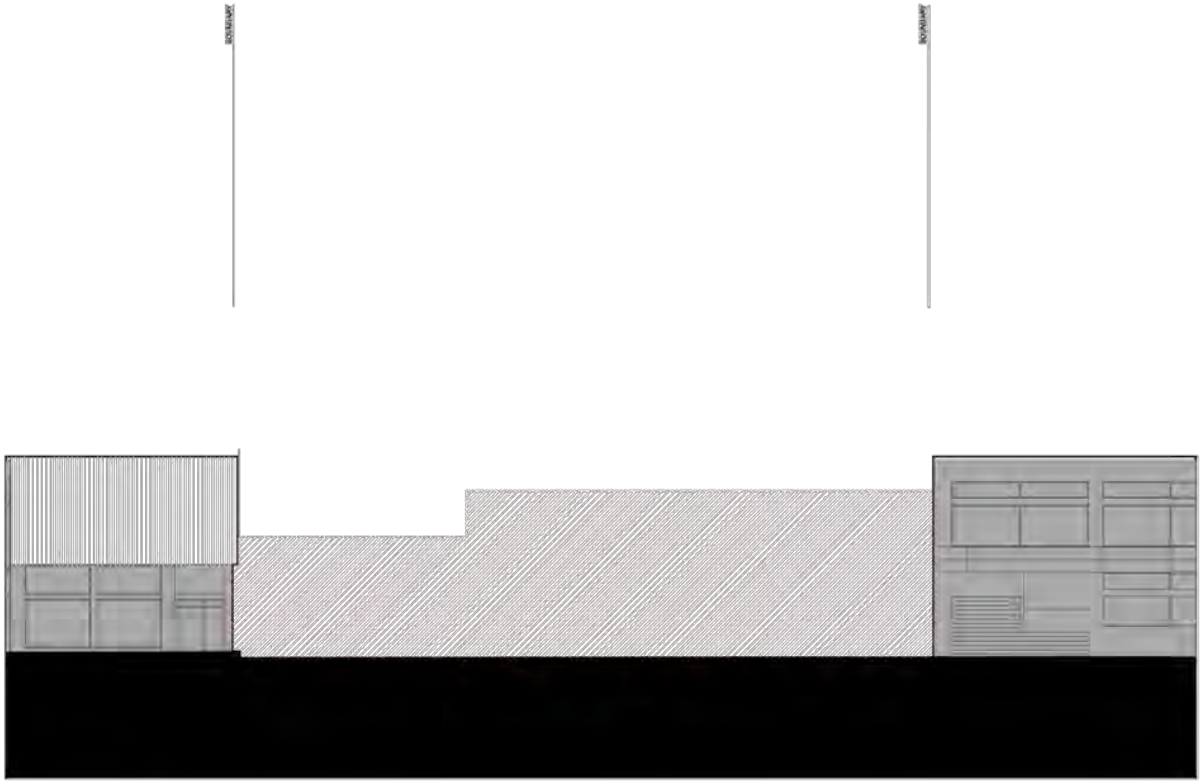


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LT TURNER ST DEMO ELEVATION (NORTH)
1:100

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JOHNSTON ST DEMO ELEVATION (SOUTH)
1:100

DCF

TOWN PLANNING

DEMO ELEVATIONS

19005TP056_G

Attachment 2 - PLN21/0316 - PDC Attachment - Decision Plans

STANDARD ACCESS NOTES

ACCESSIBLE CAR SPACE AND SHARED SPACE TO COMPLY WITH AS2890.6:2009, WITH SIGN AT SIDE OF SPACE (300x450mm) AND ON WALL, LOCATED [illegible]mm IN FROM THE SHARED SPACE ENTRANCE

VERTICAL CLEARANCE TO BE 2200mm ABOVE ALL ENTRANCE POINT OF CARPARK AND ACCESSIBLE CAR SPACE & 2500mm TO BE PROVIDED WITHIN ASSOCIATED CAR SPACE AND SHARED SPACE, IN COMPLIANCE WITH AS2890.6:2009

CROSSFALL WITHIN ACCESSIBLE CAR SPACES AND SHARED SPACE TO NOT EXCEED 1:33 (3% GRADE/FALL) OR 1:40 (2.5% CONCRETE) IN ANY DIRECTION

GRADING AND LINEMARKING OF ACCESSIBLE CAR SPACES AND SHARED SPACES TO BE IN ACCORDANCE WITH AS2890.6:2009, INCLUDING WHITE PAINT IN BLUE INTERNATIONAL SYMBOL OF ACCESS AND YELLOW LINEMARKING

GRADIENT OF PATHS TO BE MAXIMUM 1:20 WITH LEVEL LANDINGS AS REQUIRED BY AS1428.1:2009 OR A RAMP THAT IS COMPLIANT

ALL PATHS OF TRAVEL TO BE MINIMUM 1200mm WIDE, CROSSFALLS IN PATHS OF TRAVEL, RAMPS AND WALKWAYS TO BE MAXIMUM 1:40 AS REQUIRED BY AS1428.1:2009

PATHS AND FLOOR SURFACES SHALL BE SLIP RESISTANT. ABUTMENTS OF SURFACES ON A PATH OF TRAVEL SHALL HAVE NO CHANGE IN LEVEL GREATER THAN 5mm AND BE RAMPED OR BEVELLED. JOINTS IN PATHS NOT FLUSH TO BE NO WIDER THAN 10mm AND IN CONFORMANCE WITH AS1428.1:2009

DRAINAGE GRATES LOCATED ON A PATH OF TRAVEL TO HAVE OPENINGS OF 0.5 SQ.M OR LESS WITH 13mm. THE LONGER DIMENSION OF THE OPENING IS TO BE TRANSVERSE TO THE DIRECTION OF TRAVEL, AS REQUIRED BY AS1428.1:2009

TACTILE GROUND SURFACE INDICATORS TO BE PROVIDED TO NOT LESS THAN 300mm AND NOT MORE THAN 600mm FROM THE TOP OF A RAMP OR STEPS WITH A MINIMUM OF 3 ROWS AND A MAXIMUM OF 5 ROWS. TGSI'S TO BE CONTRASTING IN COLOUR TO THE ADJACENT SURFACE AND TO BE 300mm WIDE, IN ACCORDANCE WITH AS1428.4.1:2009

OBSTRUCTIONS SUCH AS SIGNS, SEATS, BIKE RACKS, LIGHT POLES, TREES AND PLANTERS, ARE TO BE PROVIDED AWAY FROM THE PATH OF TRAVEL AND OUTSIDE THE PATH OF TRAVEL.

LEVEL LANDINGS AT DOORS TO HAVE A MAXIMUM CROSSFALL OF 1:40. LANDING DIMENSIONS ARE TO BE PROVIDED IN ACCORDANCE WITH AS1428.1:2009. LEVEL TRANSITION TO BE PROVIDED AT DOOR OPENINGS OR THRESHOLD RAMPS IN ACCORDANCE WITH AS1428.1:2009 WITH MAXIMUM RISE OF 35mm, GRADING OF MIN 1:40 AND LENGTH OF 280mm

DOOR, DOOR FRAME OR ASSEMBLY SHALL TO PROVIDE A MINIMUM 30% LUMINANCE CONTRAST BETWEEN THEM OF THESE SURFACES

DOORS TO PROVIDE A MINIMUM 850mm CLEAR OPENING TO PROVIDE DOOR CIRCULATION SPACE IN ACCORDANCE WITH AS1428.1:2009

DOOR FURNITURE TO BE LOCATED BETWEEN 900-1100mm ABFL. LEVER AND PULL HANDLES TO BE D OR PROFILED AND COMPLY WITH AS1428.1:2009. PUSH BUTTONS, SLIDING AND ROLL DOOR CONTROLS TO BE LOCATED 500-1050mm ABFL, NOT WITHIN 600mm OF AN INTERNAL CORNER AND AS REQUIRED BY AS1428.1:2009

WHERE DOOR CLOSERS ARE INSTALLED, THE MAXIMUM FORCE TO OPEN IS NOT TO EXCEED 20N

VISUAL INDICATORS IN ACCORDANCE WITH AS1428.1:2009 TO BE PROVIDED TO ALL GLAZED DOORS, SIDELIGHTS AND ADJACENT GLAZING CAPABLE OF BEING MISTAKEN FOR AN OPENING

RAMP GRADIENTS, LEVEL LANDINGS, HANDRAILS AND HEIGHTS TO BE PROVIDED IN ACCORDANCE WITH AS1428.1:2009

TACTILE GROUND SURFACE INDICATORS TO BE PROVIDED AT TOP AND BOTTOM OF RAMPS AND STAIRS (EXCLUDING KERB RAMPS), IN COMPLIANCE WITH AS1428.4.1:2009

STAIRS TO BE PROVIDED IN ACCORDANCE WITH AS1428.1:2009, INCLUDING CONTRAST NOSING TO TREADS AND HANDRAILS WITH COMPLIANT PROFILE AND EXTENDED ON BOTH ENDS OF THE STAIR

FIRE ISOLATED STAIRS TO BE PROVIDED WITH CONTRAST NOSING TO TREADS AND AT LEAST ONE HANDRAIL WITH COMPLIANT PROFILE IN ACCORDANCE WITH NCC E3.3 (3)(c) AND AS1428.1:2009

LIFT CAR TO HAVE MINIMUM CAR SIZE OF 1400mm DEEP x 1100mm WIDE, OR 1400 x 1100 FOR LIFTS WHICH TRAVEL GREATER THAN 12m, WITH FEEDBACK IN ACCORDANCE WITH AS1735.12:2021. LIFT LANDING BUTTONS TO BE 900-1050mm ABFL, NOT WITHIN 600mm OF AN INTERNAL CORNER AND AS REQUIRED BY AS1735.12:2021

TACTILE GROUND SURFACE INDICATORS TO BE PROVIDED ON ESCALATORS IN COMPLIANCE WITH AS1428.4.1:2009

AMELIFT KEY AND OPERATION IMAGES OF LIFT ARE ACCESSIBLE TO SHALL BE PROVIDED IN COMPLIANCE WITH AS1428.1:2009

AMELIFT AND CIRCULATION SPACES OF LIFT GUIDELINES FOR PEOPLE WITH AMBULANT DISABILITIES TO COMPLY WITH AS1428.1:2009

RAISED TACTILE AND BRAILLE SIGNAGE TO ALL SANITARY FACILITIES TO BE PROVIDED IN ACCORDANCE WITH AS1428.1:2009 AND BRAILLE SIGNAGE TO BE PROVIDED IN ACCORDANCE WITH AS1428.1:2009 TO BE POSITIONED AT A HEIGHT OF 1200-1600mm AFL ON THE WALL TO THE LATCH SIDE OF THE DOOR AND AS REQUIRED BY AS1428.1:2009

RAISED TACTILE AND BRAILLE SIGNAGE TO BE PROVIDED AT EXIT DOORS TO PATHS OF TRAVEL AS REQUIRED BY EGRESS PLAN. SIGNAGE SHALL COMPLY WITH AS1428.1 DIRECTING THE OCCUPANT TO A LEVEL OF FIRE ISOLATION

ALL LIGHT SWITCHES & GPOS TO BE LOCATED IN ACCORDANCE WITH AS1428.1:2009. ALL LIGHT SWITCHES TO BE BETWEEN 900-1050mm AFFL, GPO'S IN A ROOM ACCESSIBLE YOU TO BE LOCATED BETWEEN 600-1500mm AFFL AND NO CLOSER THAN 600mm TO INTERNAL CORNERS. SWITCHES TO BE 20mm ROCKER LAMINGTON SWITCH ACCESSIBLE TYPES

LIGHTING LEVELS TO COMPLY WITH AS/NZS 1680 CLASSES 4.1.1, 5.6, UNIFORM AND IN ACCORDANCE WITH AS1680 TO PROVIDE FOR SAFE MOVEMENT WITHIN BUILDINGS

CARPET PILE WEIGHT IS TO BE 10mm MAXIMUM IN COMPLIANCE WITH AS1428.1:2009

ALL INTERNAL FLOORS TO BE SLIP RESISTANT AND SHALL NOT COMPROMISE THE MINIMUM REQUIREMENTS FOR DISABILITY ACCESS

EMERGENCY WARNING INFORMATION SYSTEMS TO BE PROVIDED IN ACCORDANCE WITH NCC E4.9

FINISHES LEGEND

F101	CONCRETE FINISH - NATURAL
F191	BRICK (BAPC) - RED
F192	BRICK (BOWDEN) - RED
GL01	OBSCURE GLAZING - CLEAR
GL02	OBSCURE GLAZING
F103	POWDERCOAT - RED


F101


F191


F192

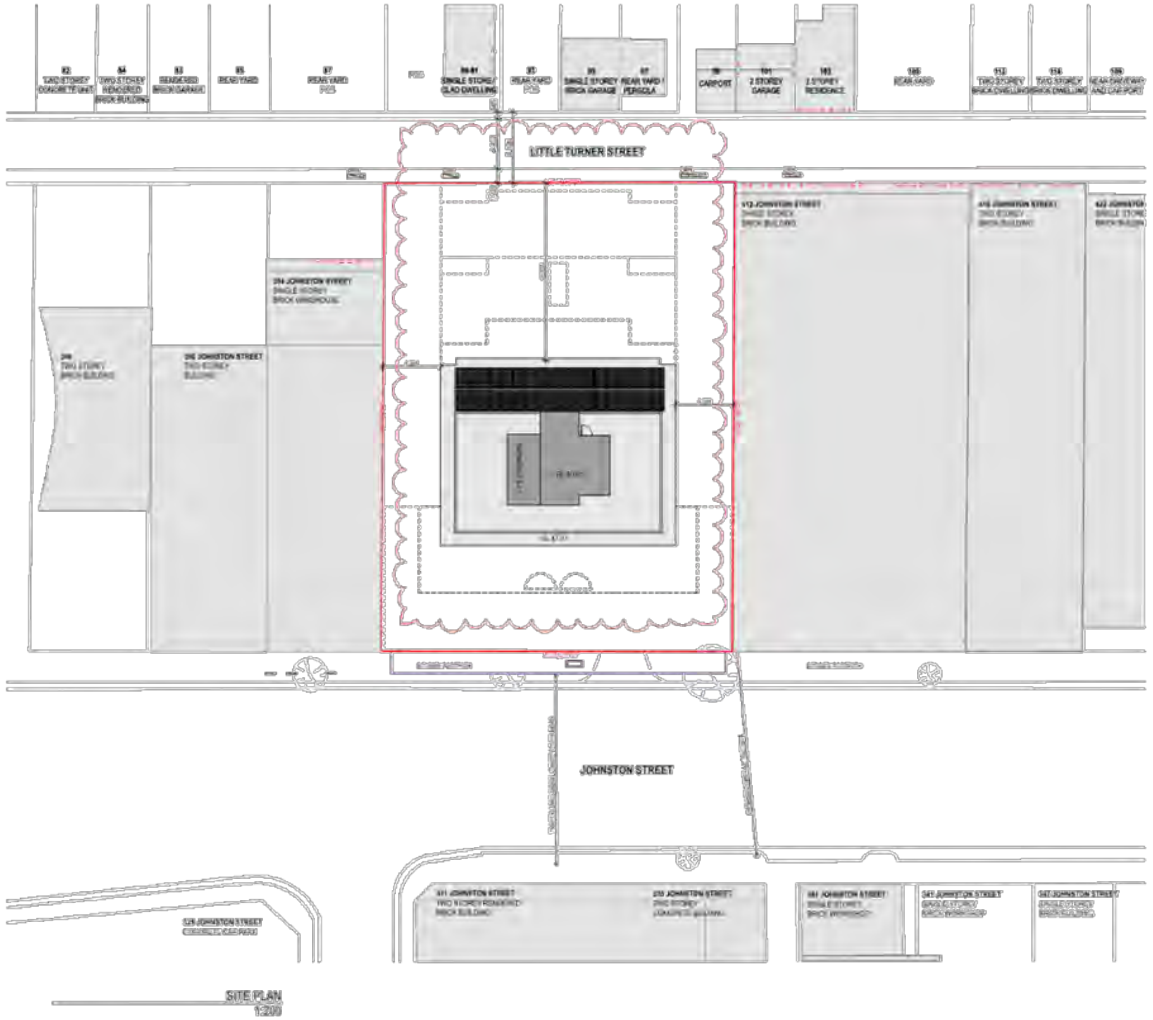

GL01


GL02


F103



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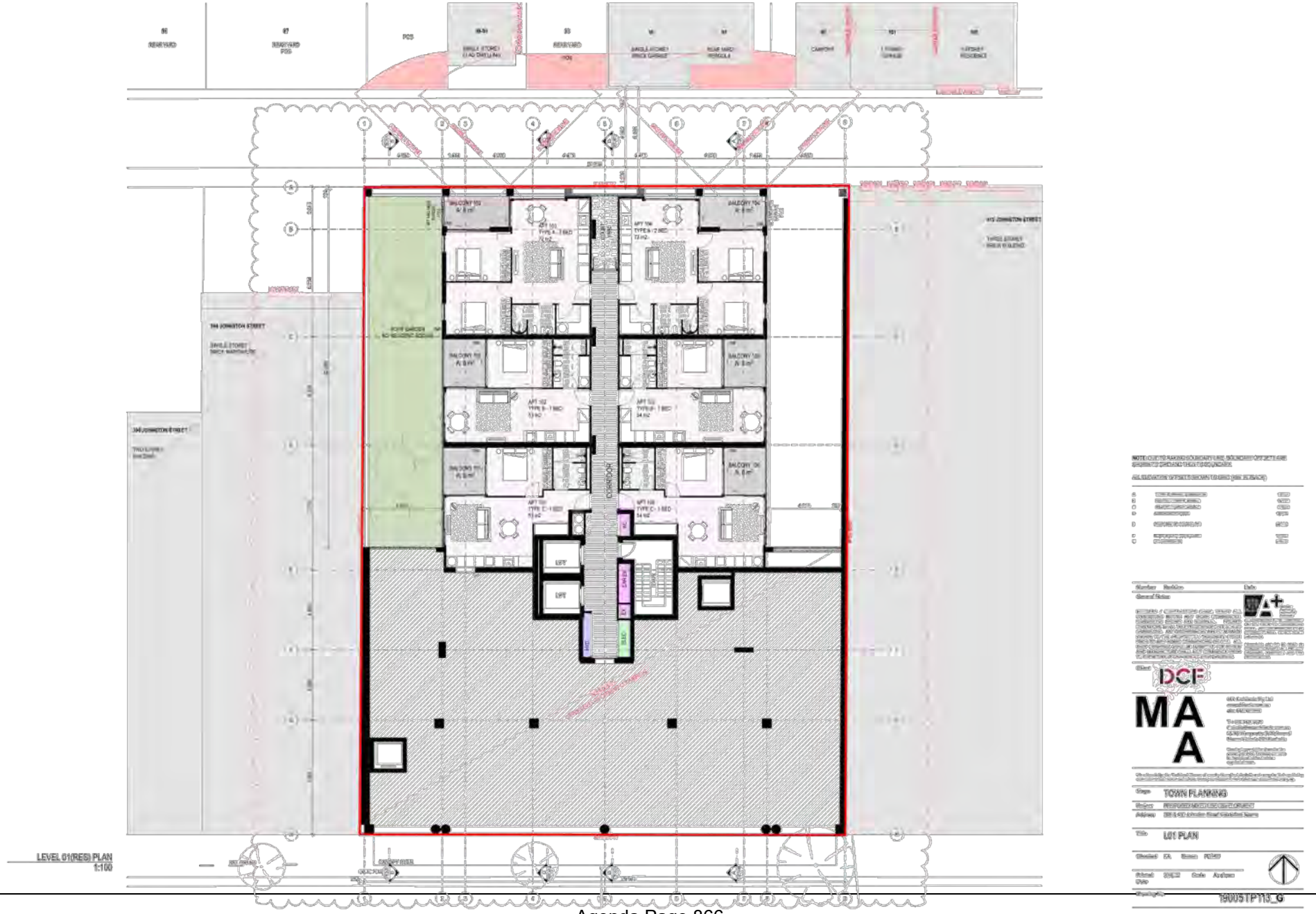
BASEMENT 01 PLAN
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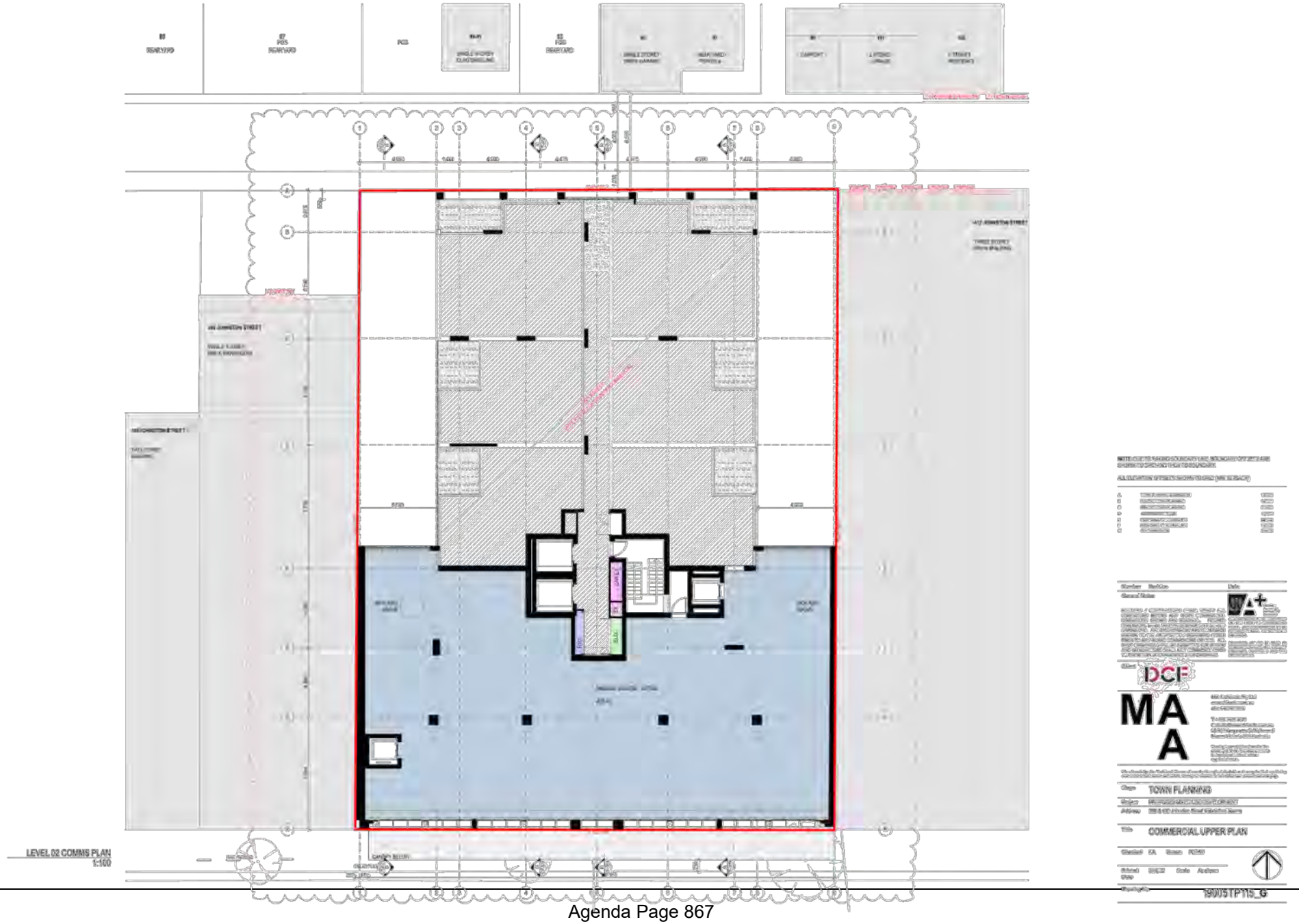
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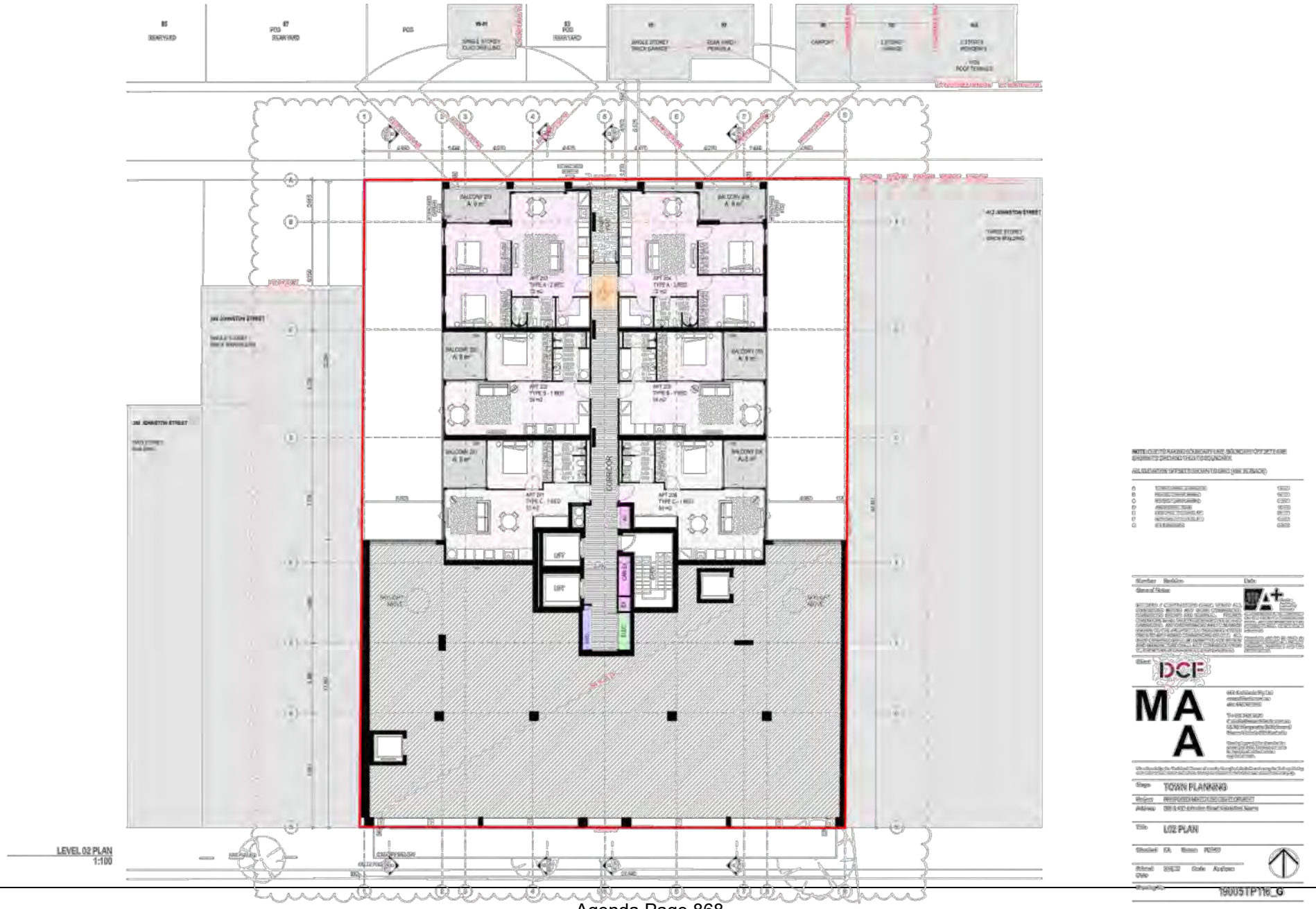
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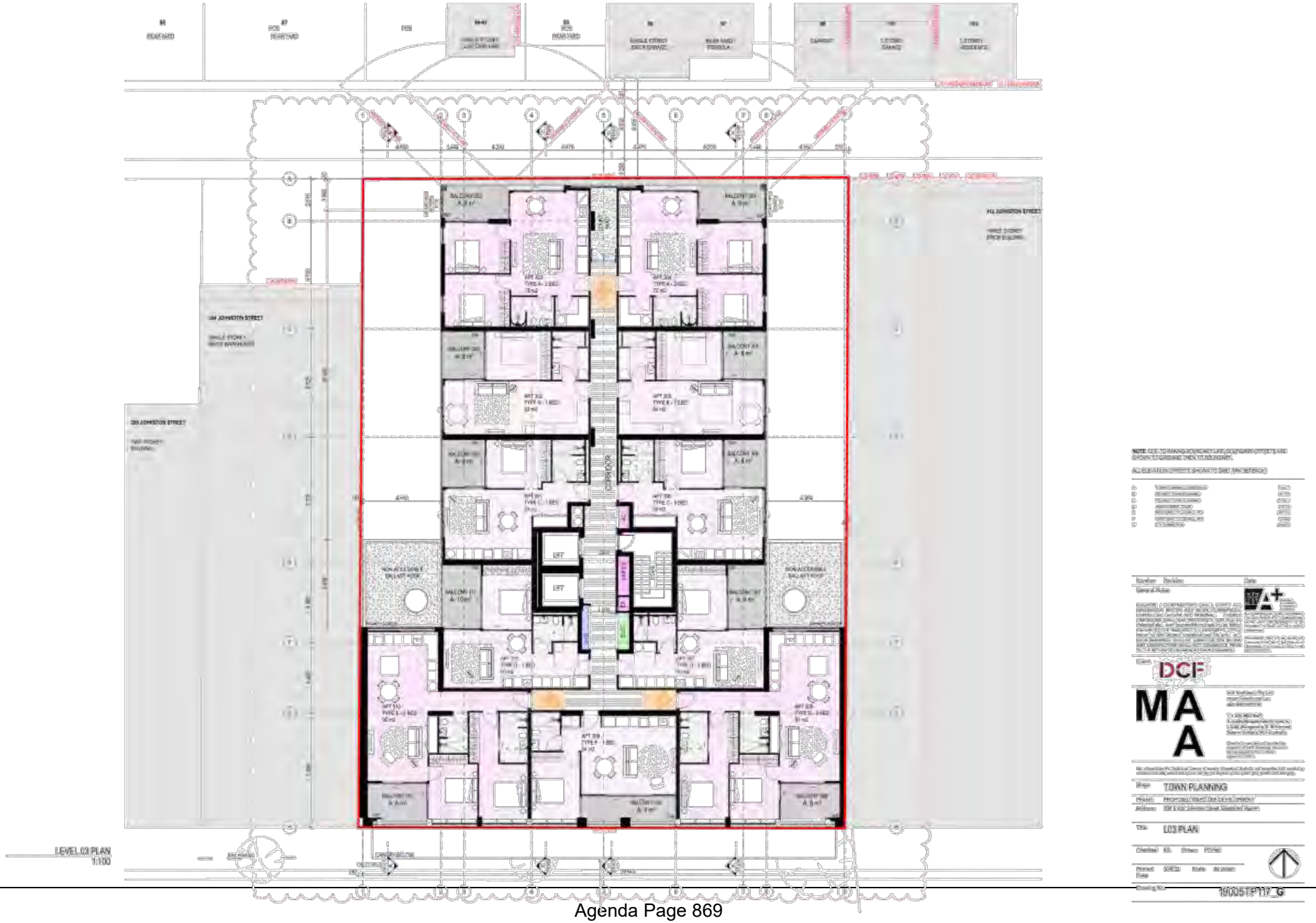
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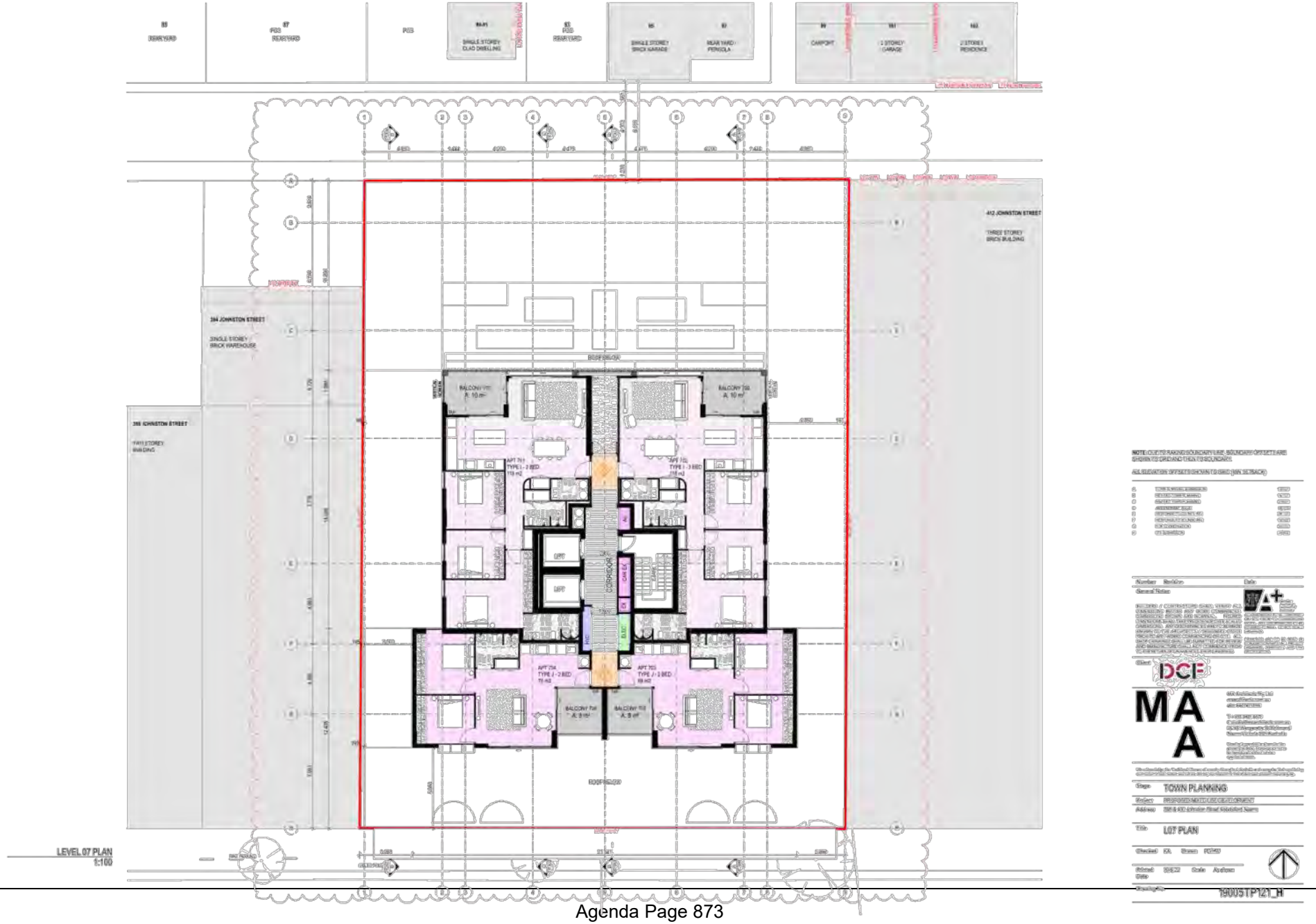
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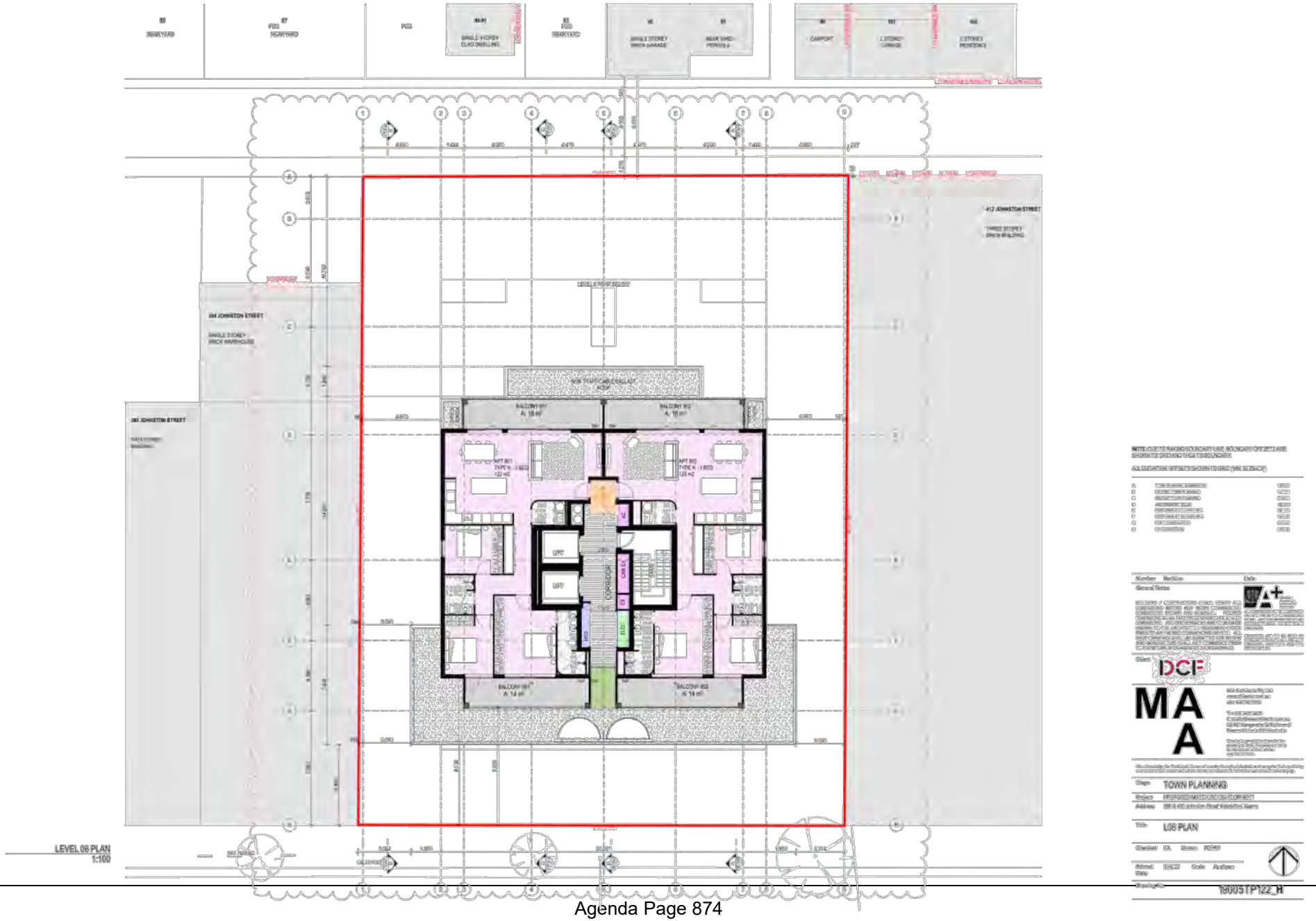
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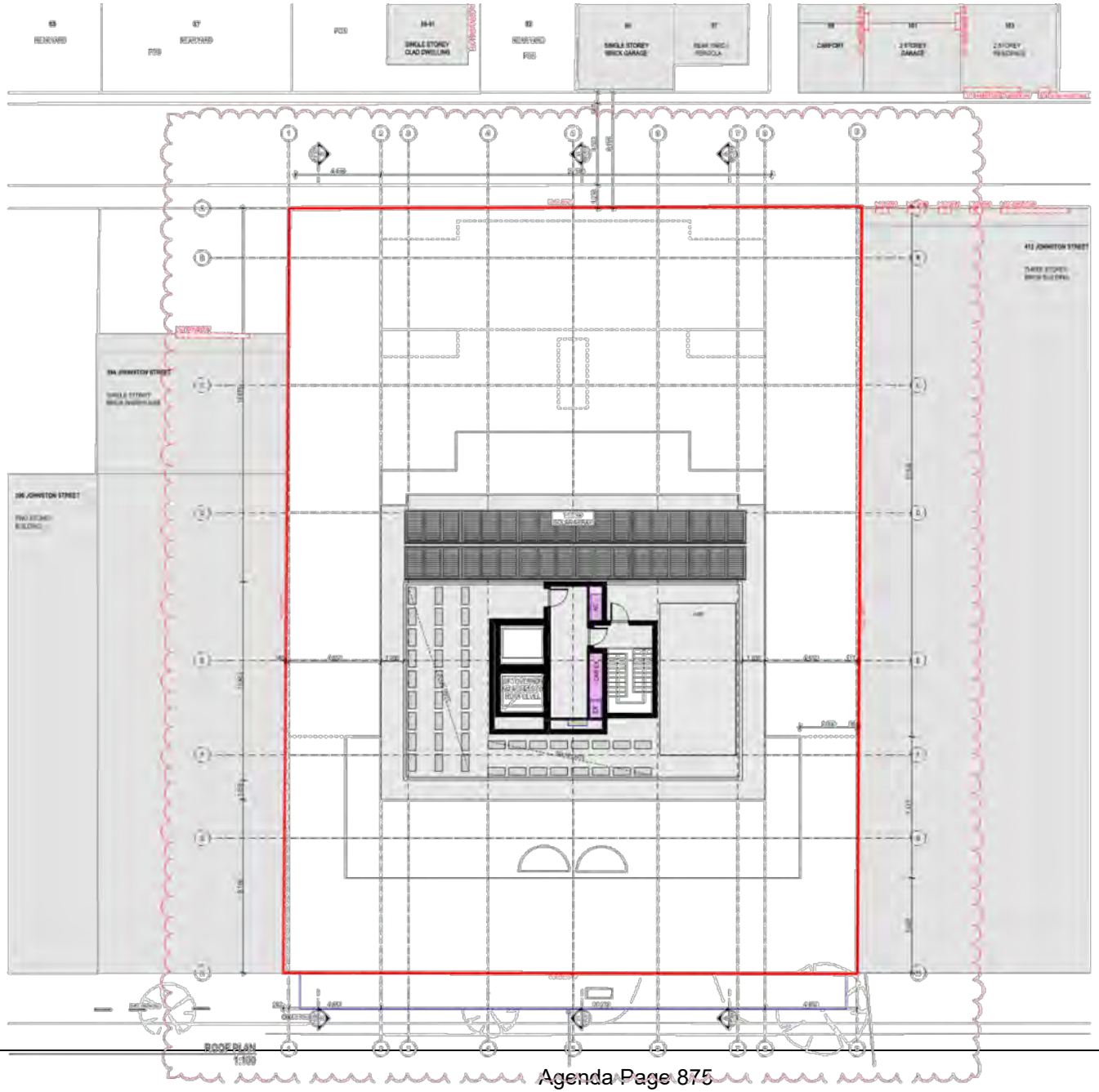
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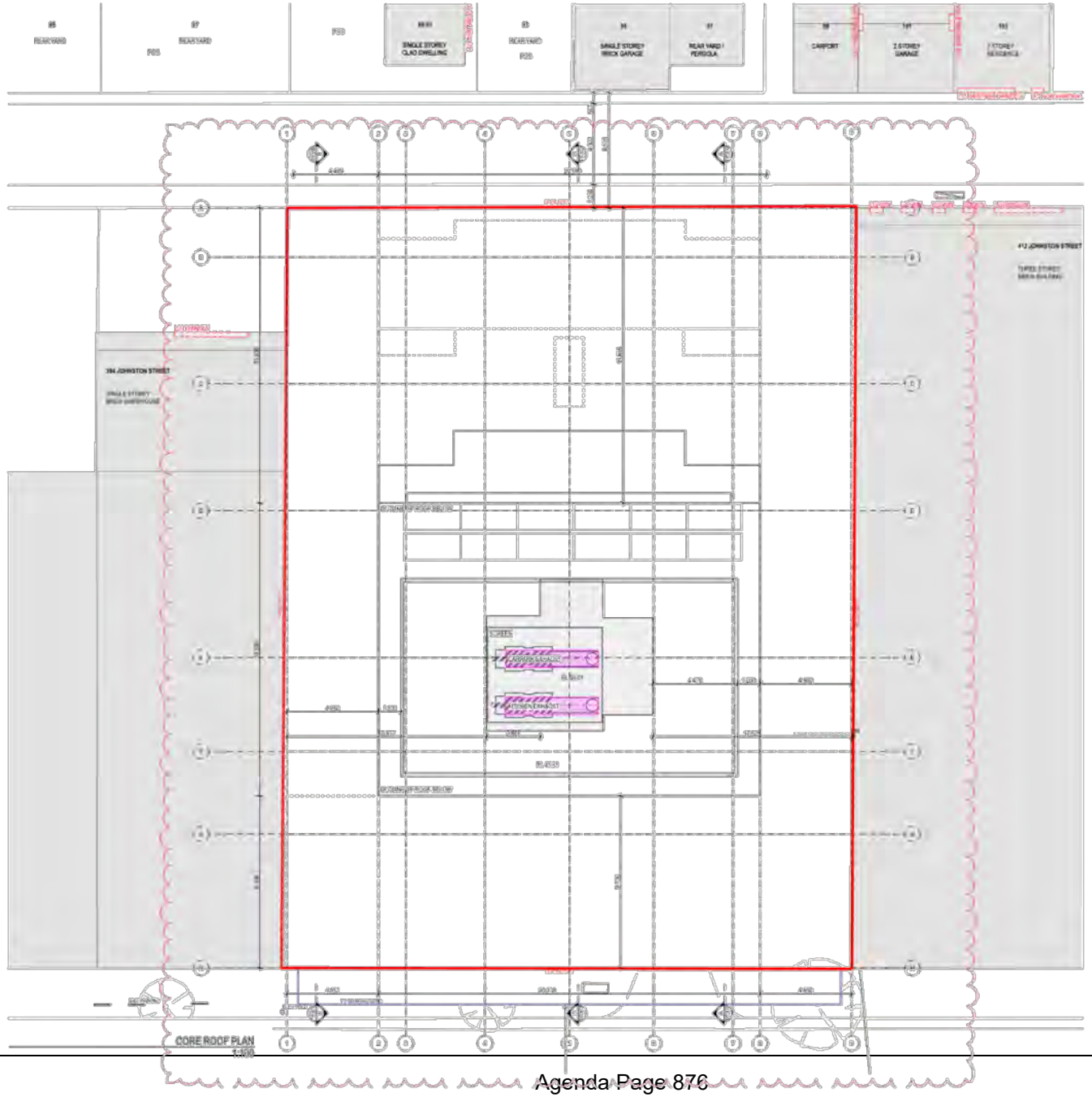


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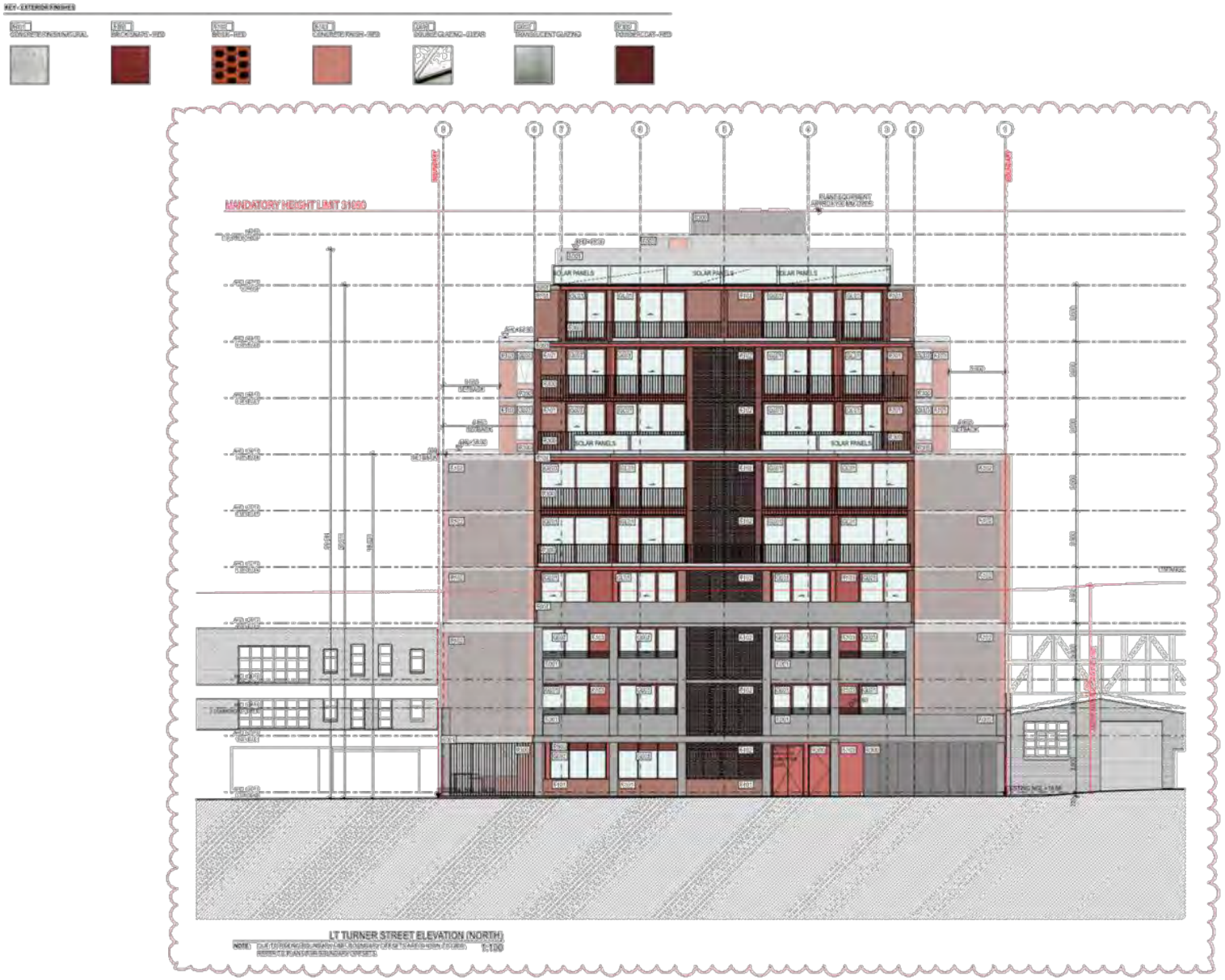




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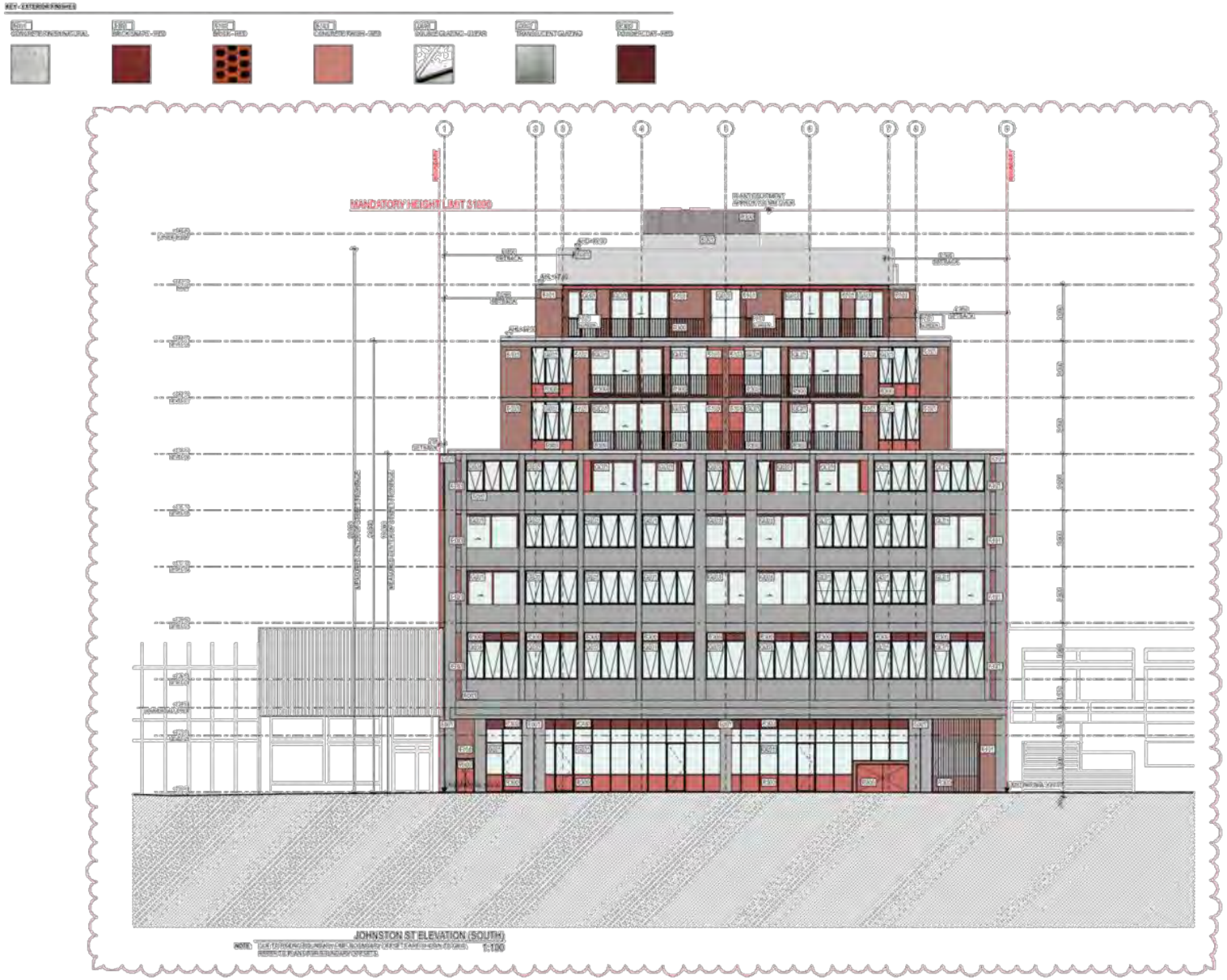


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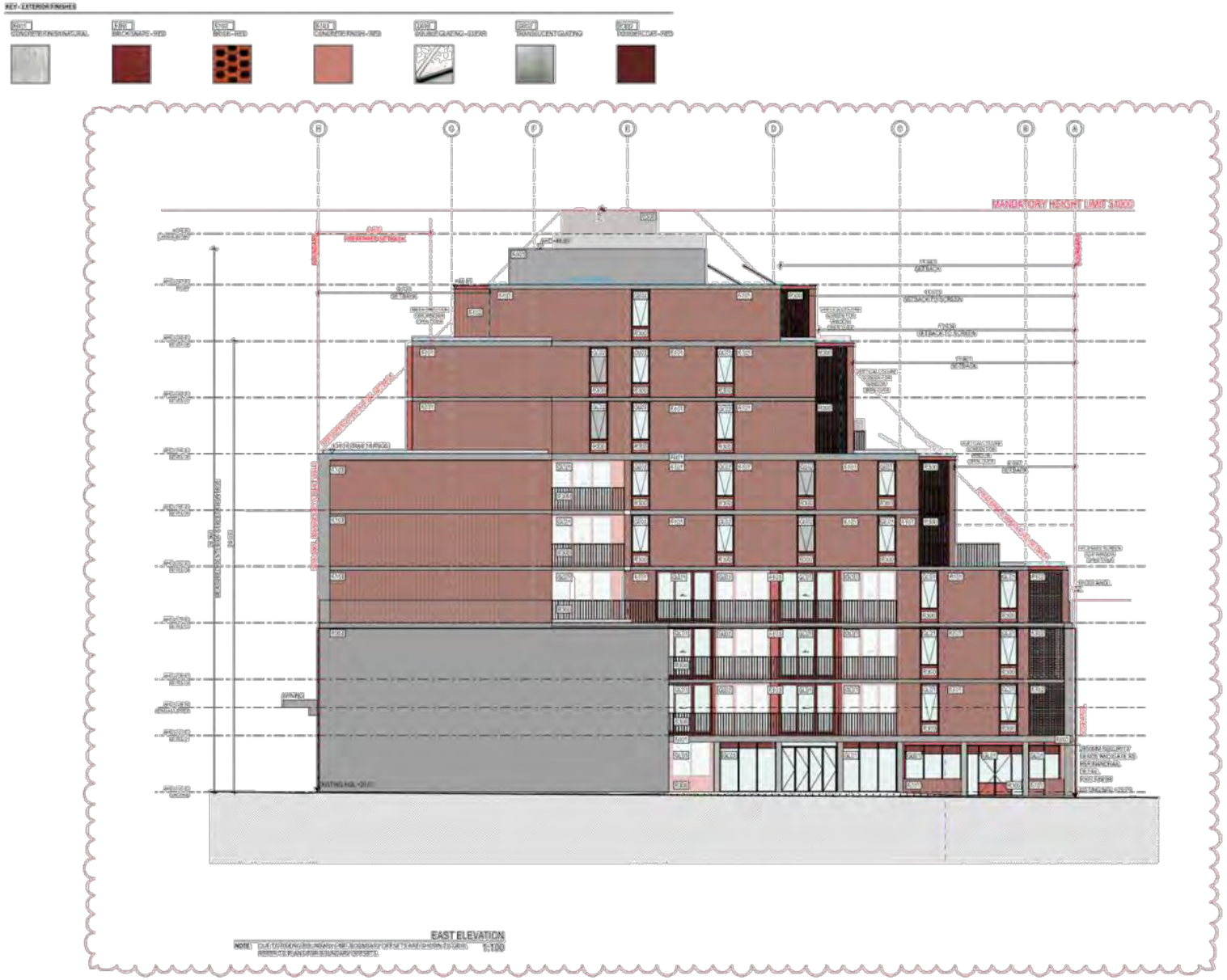


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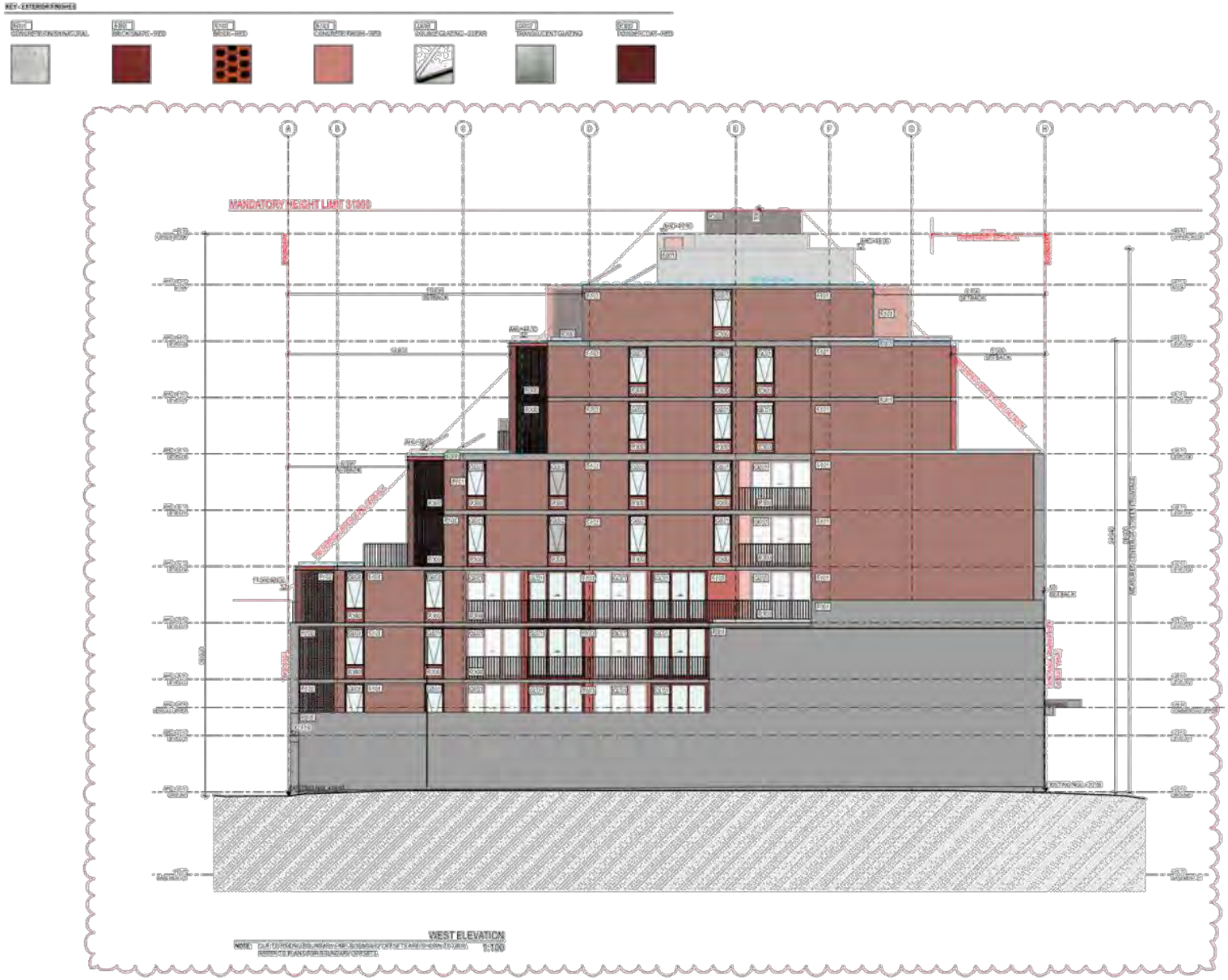


Attachment 2 - PLN21/0316 - PDC Attachment - Decision Plans





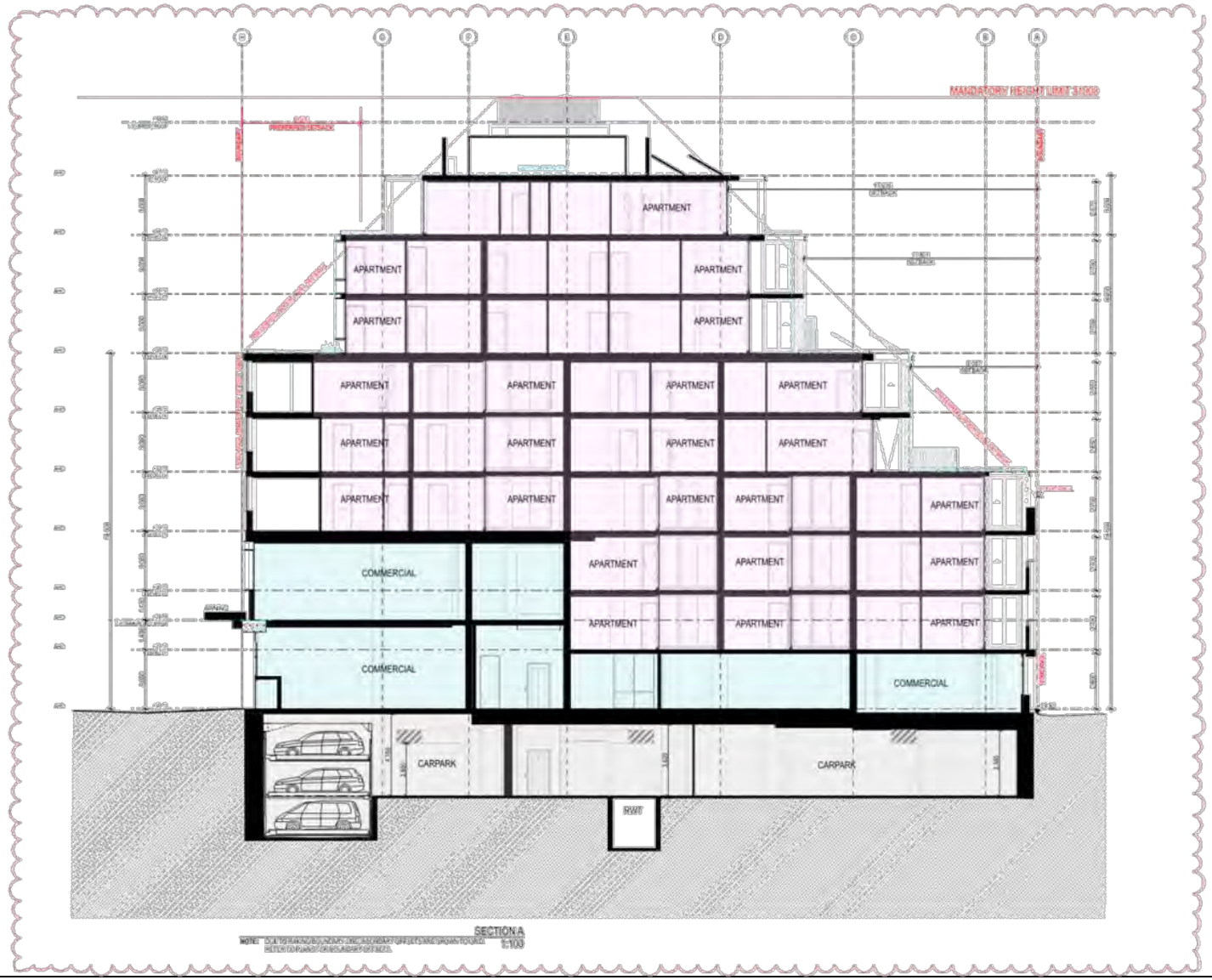
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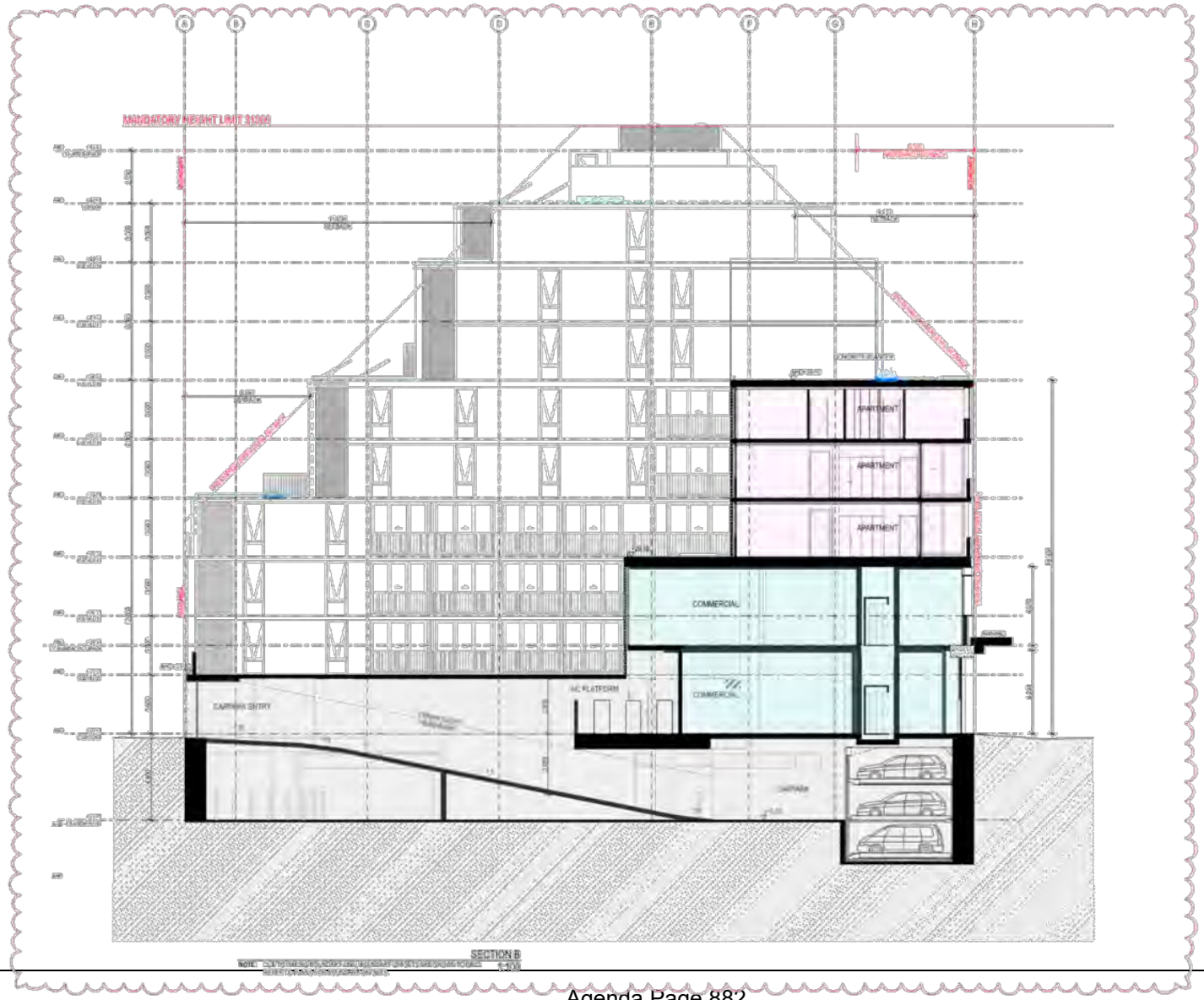






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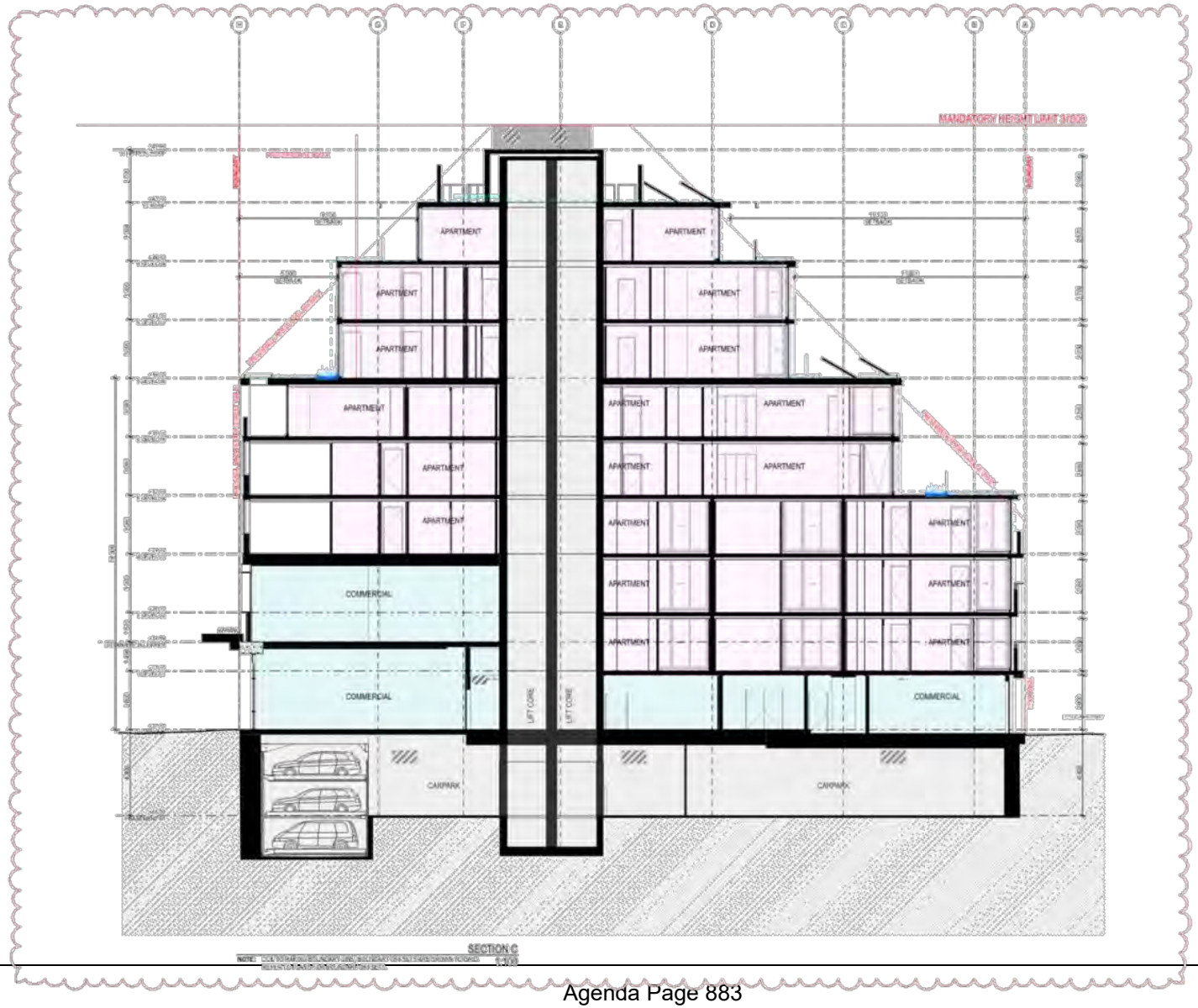






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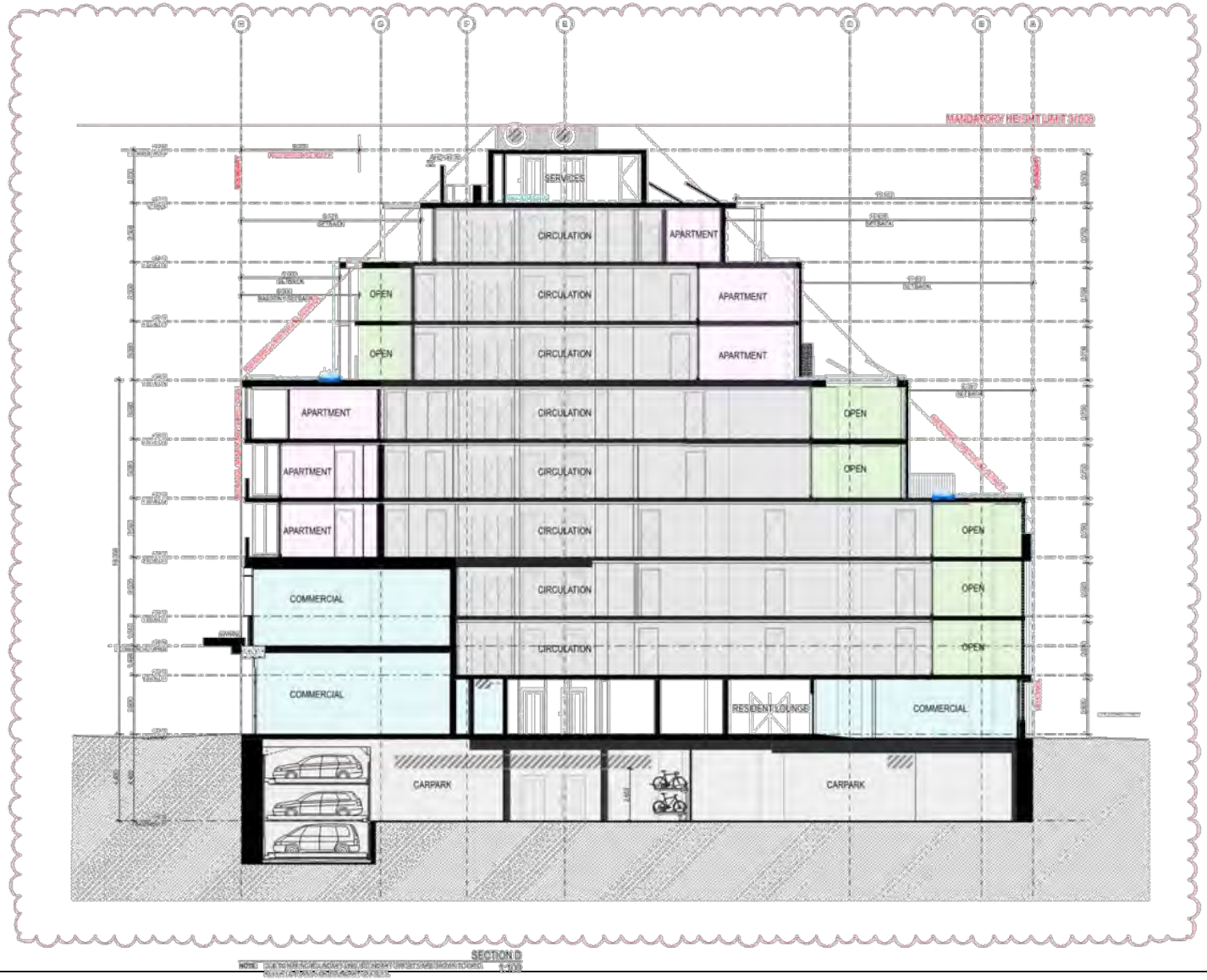






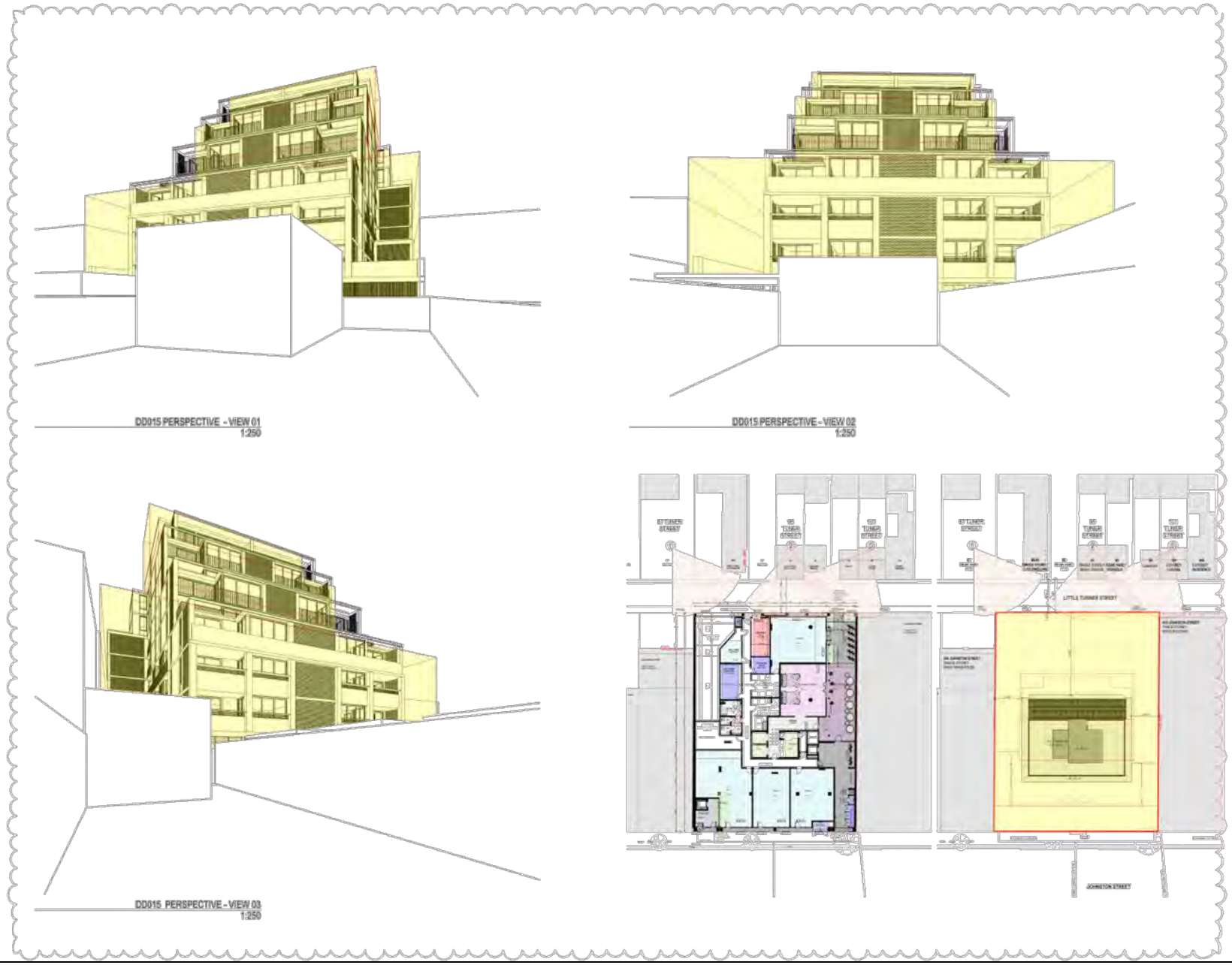
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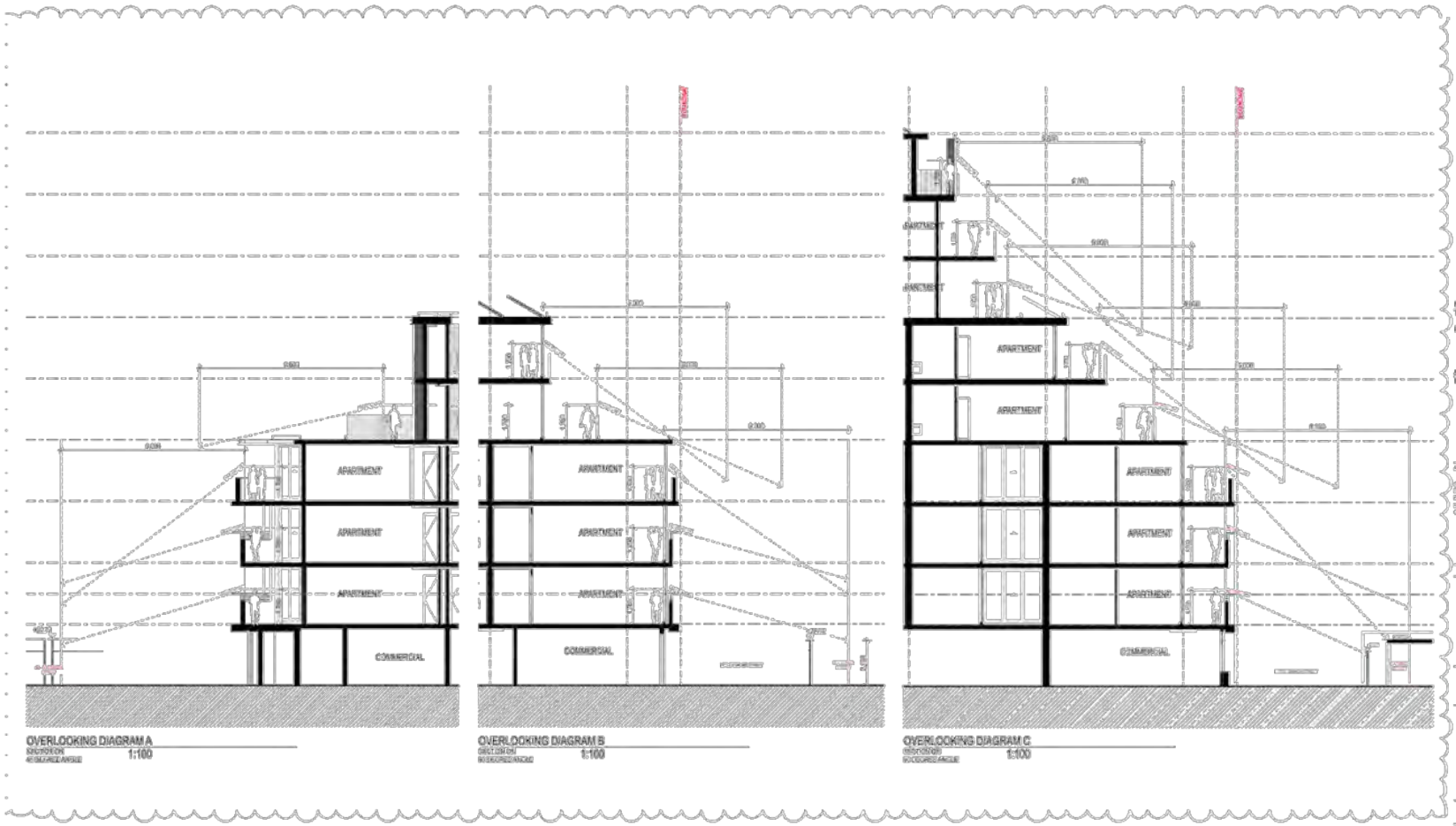


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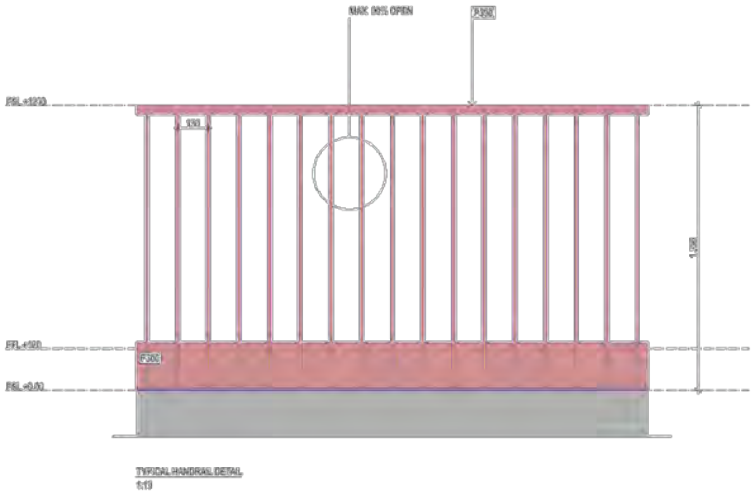
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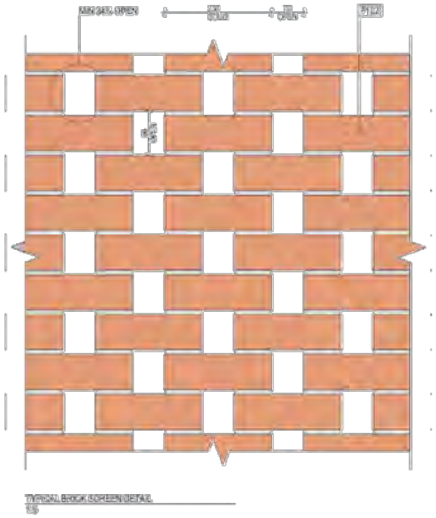






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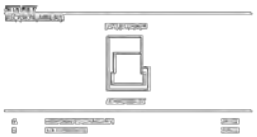


Attachment 2 - PLN21/0316 - PDC Attachment - Decision Plans

BADS SUMMARY TABLE

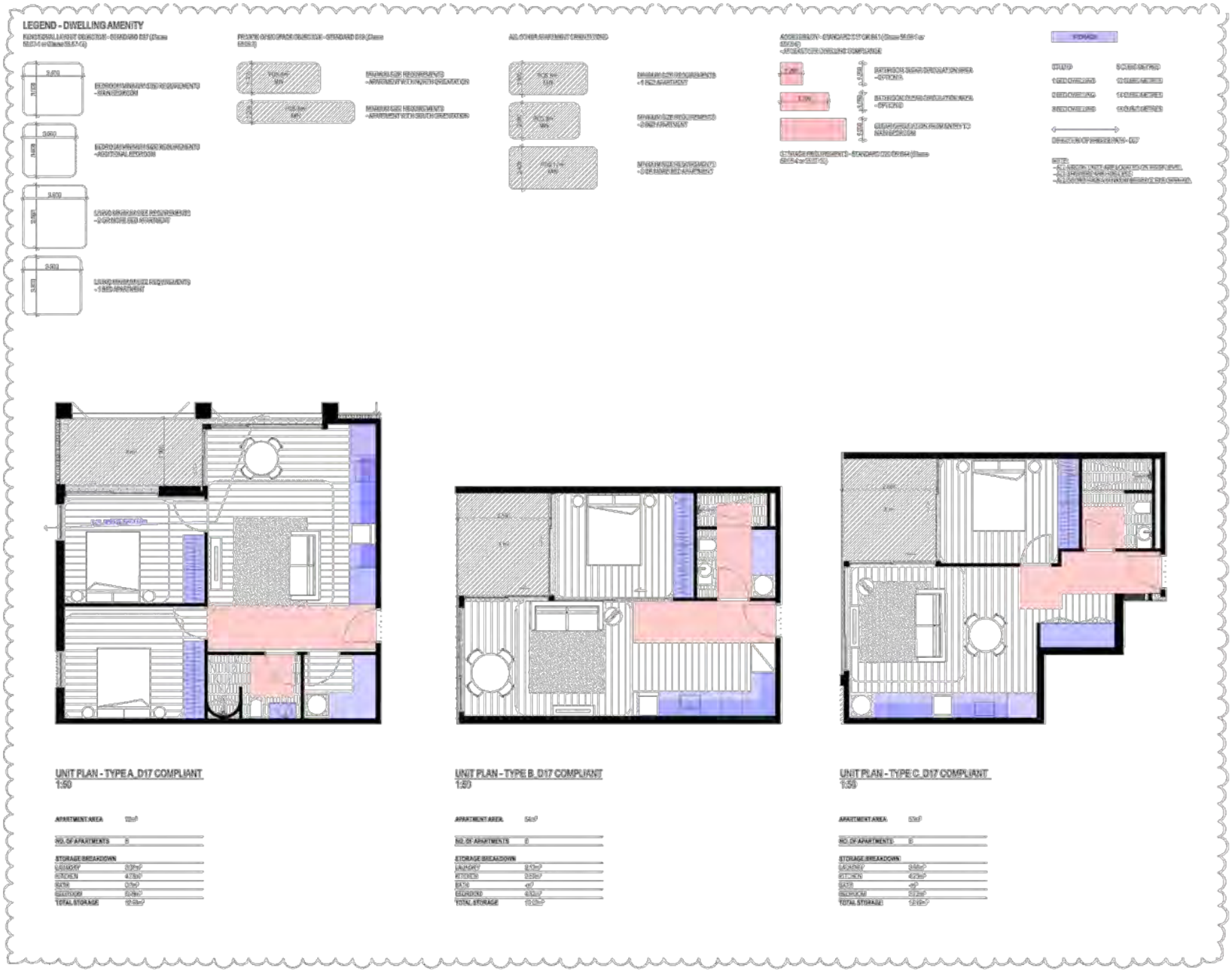
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					INTERNAL	EXTERNAL	D20			
TYPE A	6	2B	✓	✓	12.69m³	-	✓	✓	✓	✓
TYPE B	6	1B	✓	✓	10.02m³	-	✓	✓	✓	-
TYPE C	6	1B	✓	✓	12.19m³	-	✓	✓	✓	-
TYPE D	6	1B	-	✓	10.51m³	-	✓	✓	✓	-
TYPE E	4	2B	✓	✓	14.00m³	-	✓	✓	✓	✓
TYPE F	2	1B	✓	✓	6.33m³	4m³	✓	✓	✓	-
TYPE G	4	3B	✓	✓	28.22m³	-	✓	✓	-	✓
TYPE H	2	3B	-	✓	28.56m³	-	✓	✓	✓	✓
TYPE I	4	3B	-	✓	29.15m³	-	✓	✓	✓	✓
TYPE J	4	2B	-	✓	12.53m³	4m³	✓	✓	✓	✓
TYPE K	2	3B	-	✓	22.1m³	-	✓	✓	✓	✓
	46		-	✓			✓	✓	✓	✓
TOTAL			28/46	46/46			46/46	46/46	38/46	26/46
COMPLIANCE			60%	100%			100%	100%	80%	95%

TOTAL 1 BED
20
TOTAL 2 BED
14
TOTAL 3 BED
12





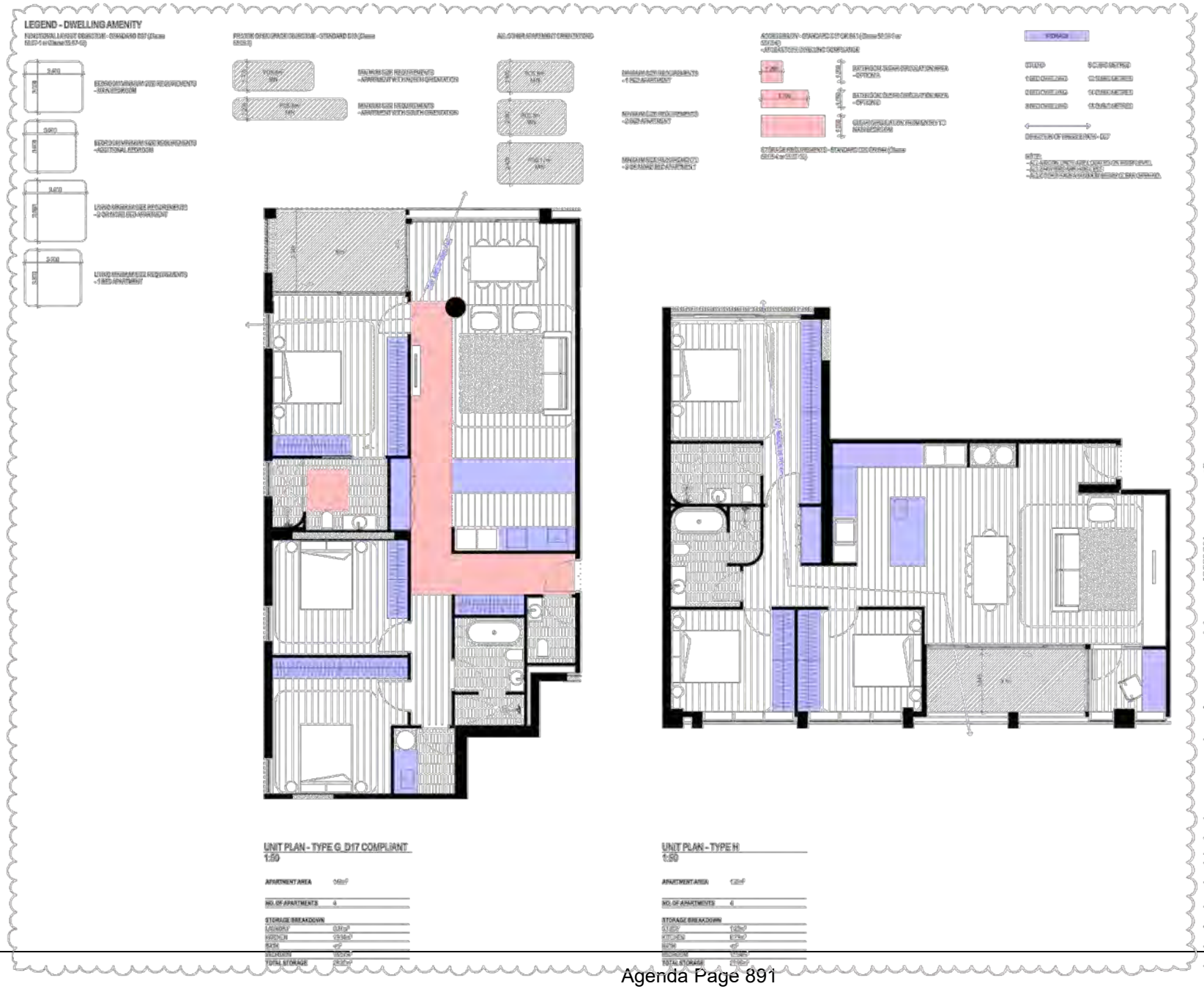
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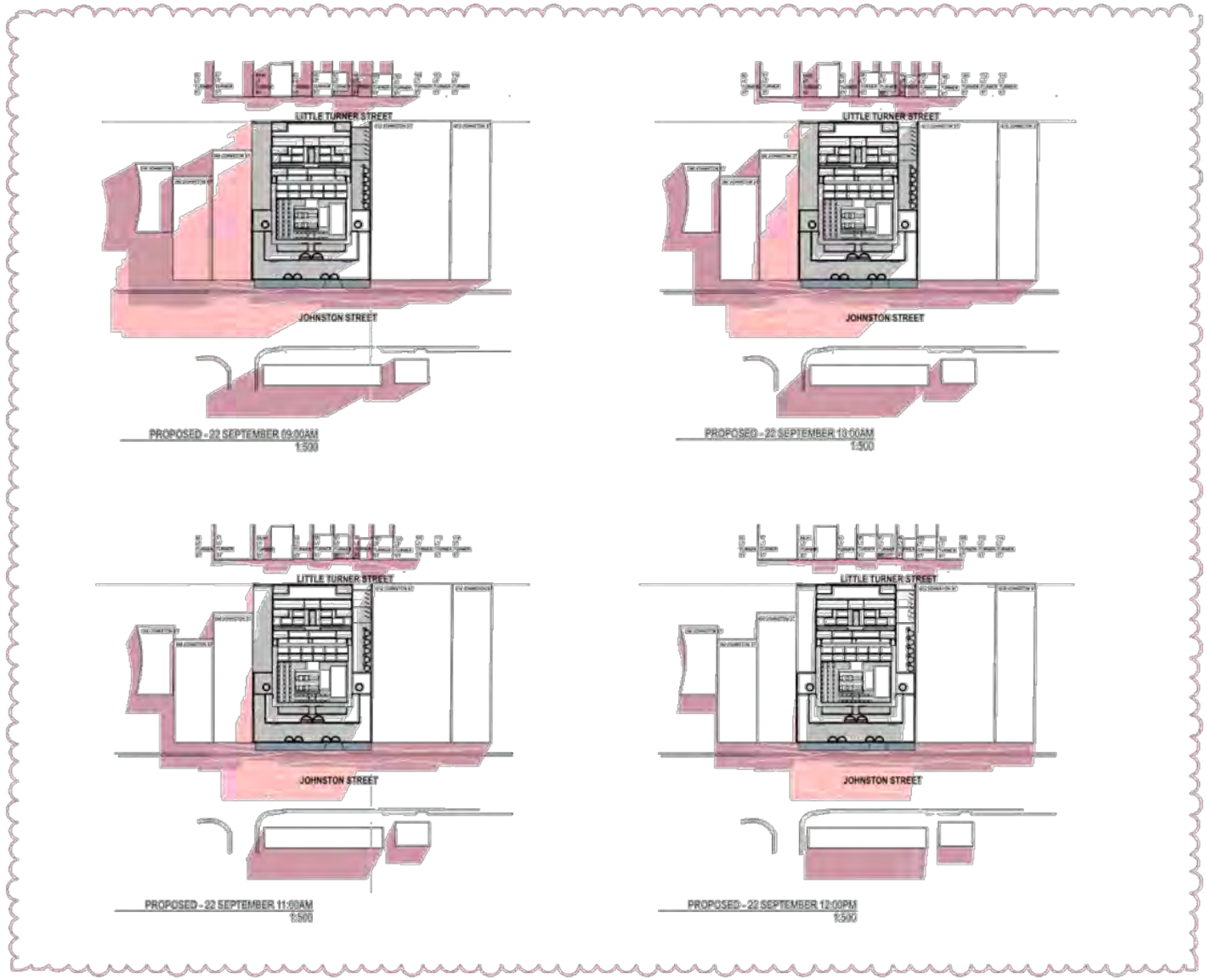
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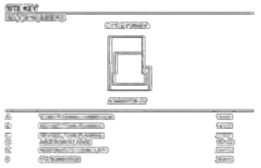
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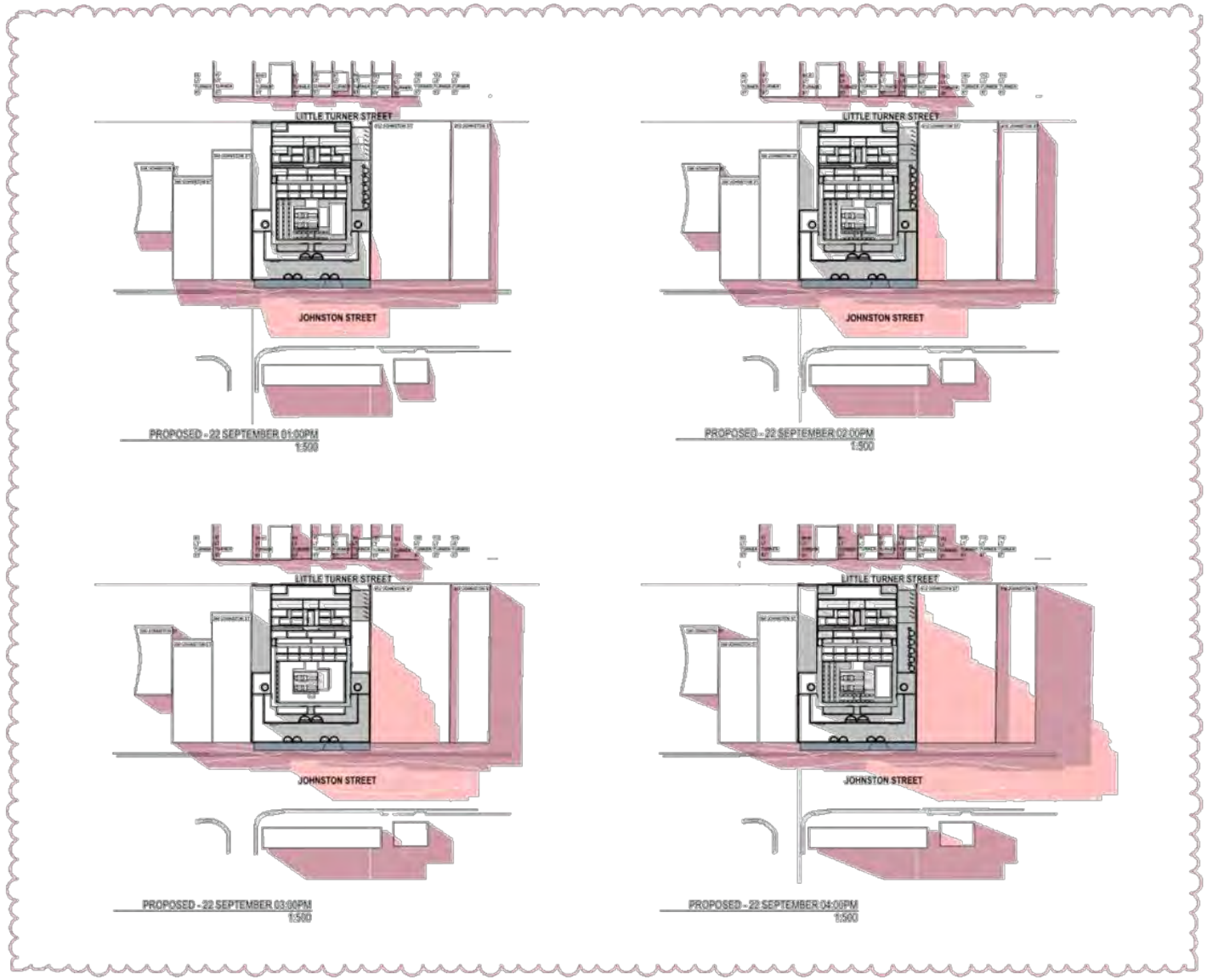








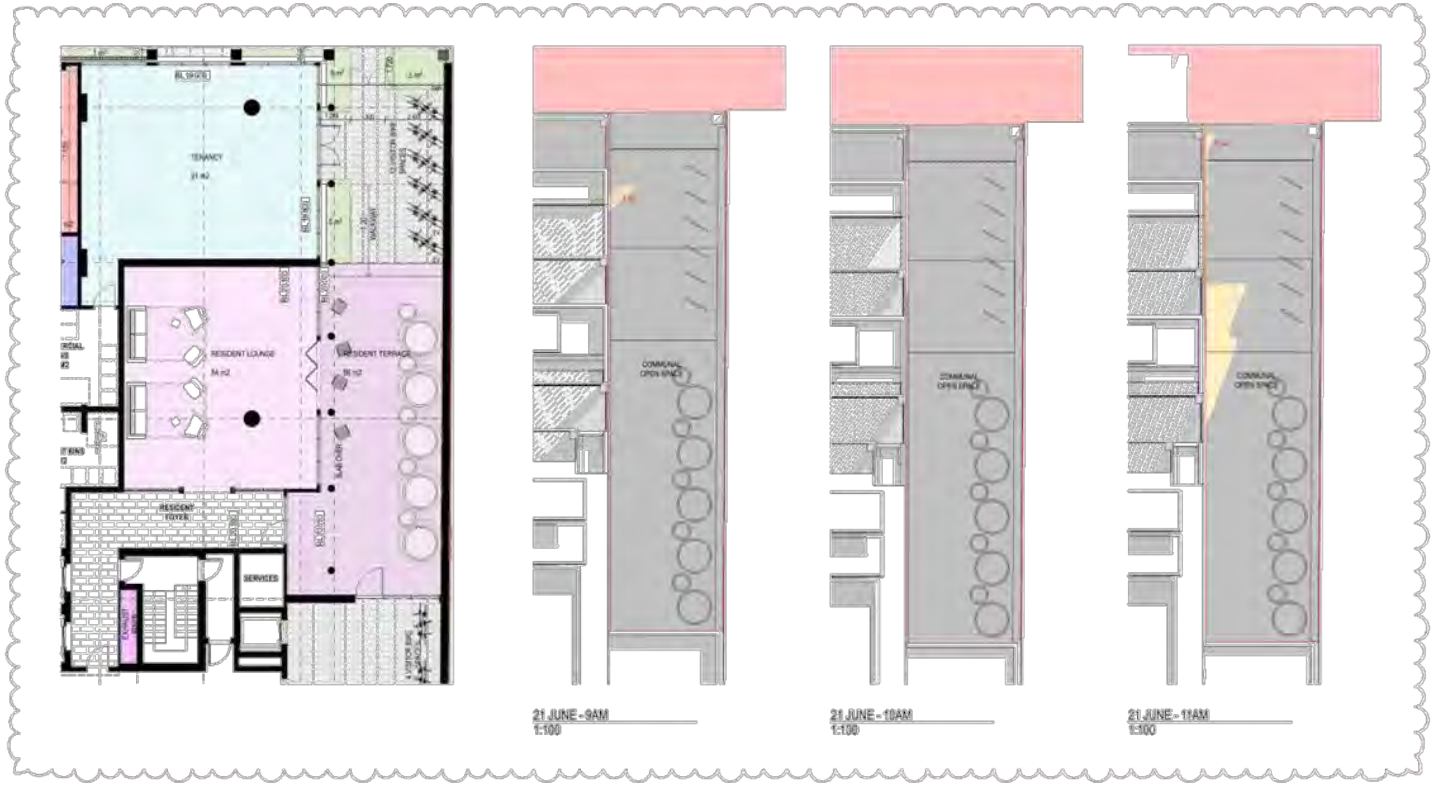
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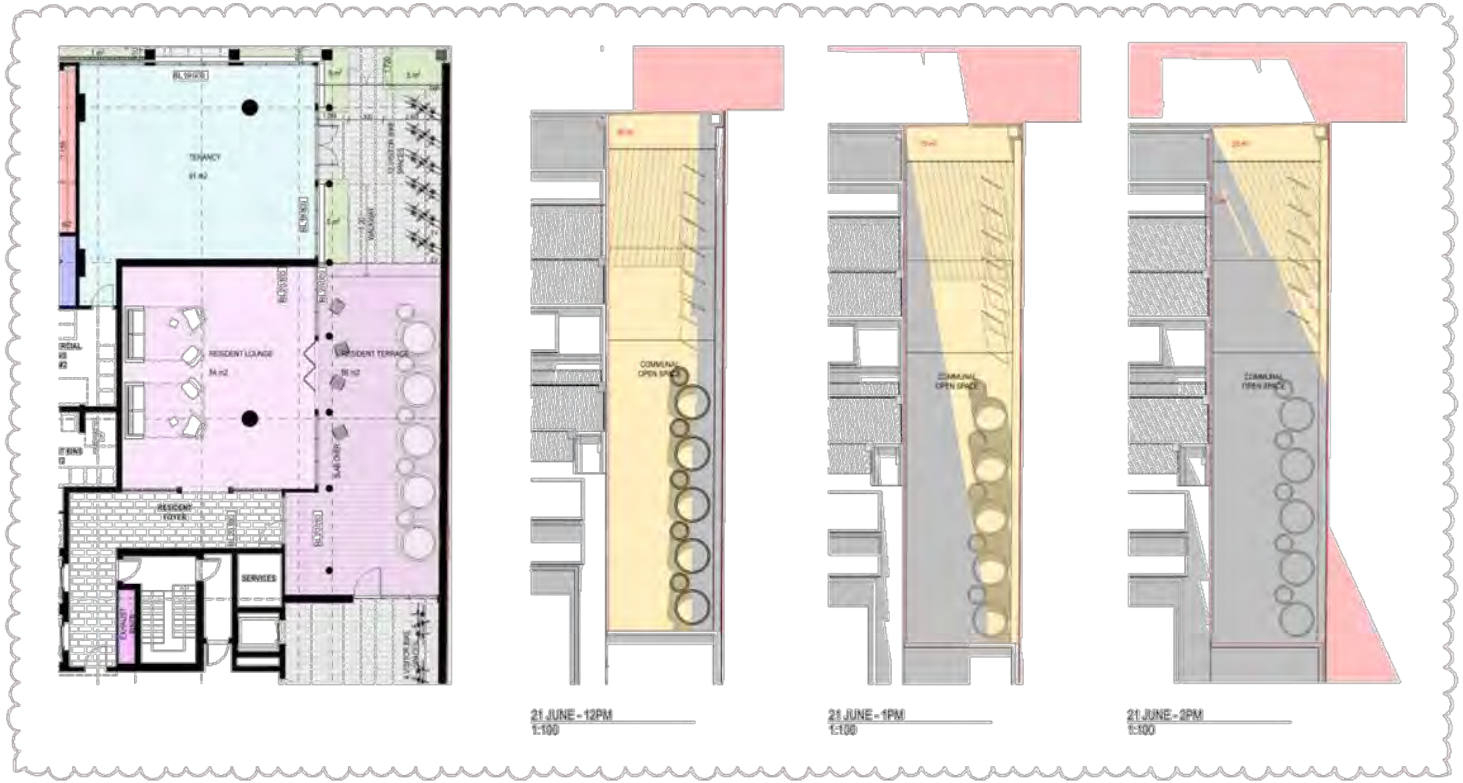


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Attachment 2 - PLN21/0316 - PDC Attachment - Decision Plans





Attachment 2 - PLN21/0316 - PDC Attachment - Decision Plans





Attachment 3 - PLN21/0316 - PDC Attachment - Site Locality Plan

PLN21/0316 - 398-400 Johnston Street Abbotsford – Site Locality Plan





Attachment 4 - PLN21/0316 - PDC Attachment - Combined Referral Comments

PLN21/0316 – 398-400 JOHNSTON STREET ABBOTSFORD – REFERRAL COMMENTS

- Urban Design Consultant – page 2
- Acoustic Consultant – page 13
- Wind Consultant – page 17
- Development Engineering Unit – page 18
- Strategic Transport Unit – page 25
- City Works (Waste) Unit – page 30
- Council's ESD Advisor – page 32
- Urban Design Unit (public realm assessment only) – page 37
- Open Space (City Strategy) Unit – page 39
- Open Space (City Works) Unit – page 40
- Transport for Victoria – page 42

Attachment 4 - PLN21/0316 - PDC Attachment - Combined Referral Comments

398-400 Johnston Street, Abbotsford

November 2021

398-400 Johnston Street, Abbotsford / Urban Design Statement

Council Reference	PLN21/0316
To	Michelle King- Principal Planner, City of Yarra
From	**kinetica**

In September 2021, City of Yarra requested **kinetica** undertake an urban design assessment of a proposed development at 398-400 Johnston Street, Abbotsford (the Site) based on the architectural plans prepared by MA Architects Pty Ltd dated 27 August 2021.

1.0 CONTEXT

The Site is a large 1,223.3m² (approx.) amalgamated property located mid-block on Johnston Street between Rich Street and Trenery Crescent. It currently contains single-storey commercial buildings.

The Site contains the following interface conditions:

- To the north, the Site abuts Little Turner Street, which is approximately 6.3m in width and used for driveway access. It is defined as a laneway under DDO15. Across Little Turner Street are a series of terraces all within the NRZ1 and HO337 that are orientated north with rear garages and POS orientating towards the Site.
- To the east, the Site abuts 412 Johnston Street, which contains a two-storey commercial building. The property is similar in size to the Site affording it a similar development opportunity.
- To the south is Johnston Street which is 20m wide. Directly opposite contains 331 and 335 Johnston Street both zoned C1Z.

- To the west the Site abuts 394 Johnston Street, which contains a single-storey commercial building.

The Site forms part of the Johnston Street Neighbourhood Activity Centre (NAC) corridor. It is well serviced by a range of transport options, services and facilities including Victoria Park Station 395m north-west (as the crow flies), Victoria Park approximately 170m to the north-west, and the Yarra River corridor approximately 245m north-east. Under Clause 21.12 the Site falls within Precinct 2 (Johnston Street East) which envisions a prominent, well-designed and contemporary built form character, with taller forms set back behind main facades.

This part of Johnston Street, east of the train corridor, contains an eclectic character of low-rise, fine grain terrace houses adjacent to more robust 1-2 storey warehouse/commercial buildings. More recently, there has been an emergence of tall buildings between 6 - 10 storeys along Johnston Street (Figure 1). The emerging built form massing generally consists of 3 - 6 storey street walls with upper levels setback between 1.4m - 4.5m approx. Figure 1 demonstrates that in this pocket of Johnston Street, more development is occurring on the northern side than the southern side due to the lot sizes and absence of heritage buildings.



Figure 1 – Surrounding emerging development



The Site is located within Precinct 2B in DDO15, which as stated earlier, is characterised by larger lots and is not affected by heritage. However, directly north of the Site (across Little Turner Road) the Site does have a sensitive fine-grain residential interface, zoned NRZ1 with a 2-storey maximum building height. The row of heritage terraces directly north of the Site are highly intact and are identified as either contributory (93 and 95 Turner Street) or individually significant (97-103 Turner Street).

DDO15 is the primary built form control that applies to the Site. Relevant design objectives within the overlay seek to ensure the overall scale and form is mid-rise (5-10 storeys) and provides a suitable transition to low-scale residential areas, such as land to the north along Turner Street, while also protecting solar access to the southern side of Johnston Street at the equinox. It seeks activated street frontages with commercial activity on lower levels and for new buildings to provide equitable development outcomes for neighbouring sites though appropriate built form.

The DDO also requires developments to contribute to a new, well designed, contemporary urban character though the articulation of building facades and the reinforcement of a fine grain street pattern.

2.0 ASSESSMENT

2.1 Height and massing

Precinct 2B contains a 24-metre preferred maximum building height and a 31-metre mandatory maximum building height. The DDO instructs that a permit should only be granted to exceed the preferred maximum building height if the following criteria (from an urban design perspective) can be met:

- The building elements permitted by the proposed variation satisfy the design objectives of Clause 1.0 and the provisions of Clause 21.12-1.
- Greater building separation than the minimum requirement.
- No additional amenity impacts to residential zoned properties, beyond that which would be generated by a proposal that complies with the preferred maximum building height.

DDO15 contains the following setback controls for Precinct 2B:

- 6 metre preferred mid-level setback.
- Preferred front upper-level setback of 45 degrees above 18 metres.

- Preferred rear minimum setback of 45 degrees above 11 metres.
- 4.5 metre and 3 metre preferred minimum side setbacks from habitable and non-habitable windows respectively.

The proposal is for a 9-storey building reaching 27.0 metres to the top of the parapet and 29.8 metres to the top of the roof, therefore exceeding the preferred height requirement in DDO15.

The proposal sits below the mandatory maximum building height. However, to achieve heights above the preferred maximum height, the following criteria within DDO15 should be met:

1. Satisfy the design objectives of Clause 1.0 and the provisions of Clause 21.12–1.
2. The proposal needs to achieve each of the following:
    a. Housing for diverse households types.
    b. Universal access.
    c. Communal or private open space provision that exceeds the minimum standards in Clauses 55.07 and 58.
    d. Excellence for environmental sustainable design measured as a minimum BESS project score of 70 per cent or 5 Star Green Star Standard.
    e. Greater building separation than the minimum requirement in this schedule. No additional amenity impacts to residential zoned properties, beyond that which would be generated by a proposal that complies with the preferred maximum building height.

From an urban design perspective, it fails to meet criteria 1, 2d and 2e to exceed the preferred maximum height. We note 2a and 2b are not considered criteria related to urban design.

Firstly, we consider that the proposal does not provide a suitable transition to the low-scale dwellings to the north. The proposed massing includes significant encroachments beyond the 45-degree angle at Levels 06 and 08 which are increasing the proposal's visual bulk and therefore causing greater amenity impacts to the residentially zoned properties to the north in comparison to a DDO15 compliant building.

Figure 2 below demonstrates how exposed the proposed building is from rear private open space of the dwelling at 87 Turner Street.



Figure 2 – DDO perspective view 01 (source: MA Architects).

To reduce the buildings visual bulk and respond to the 45-degree setback plane as outlined in DDO15, we recommend the following setbacks be increased (this is also shown in Figure 3):

- Levels 06 is set back an additional 6 metres (approx.) from the rear; and
- Levels 08 is set back an additional 3 metres (approx.) from the rear.

This will allow the massing to sit comfortably within the 45-degree angle plane from Level 4 upwards, and will minimise the visibility of levels above Level 05, therefore not generating any additional amenity impacts

To Johnston Street, the upper-level setback (above Level 05) at 5 metres falls short of the preferred 6 metre mid-level setback within DDO15. We are comfortable with this variation from the requirements at Levels 06 and 07 for the following reasons:

- Johnston Street has a robust emerging streetscape character containing a variety of upper level setbacks less than the preferred 6 metres;

- There is no heritage fabric on the Site or adjacent in Johnston Street, which would typically require implementation of a large upper-level setback to distinguish the heritage base from the upper form addition; and
- The proposed built form and upper level setbacks will not cause any shadow impacts to the southern footpath of Johnston Street at the equinox.

To ensure the massing better responds to the 45-degree setback plane outlined in DDO15, above Level 07, we recommend Level 08 is setback a further 3.0m (approx.) from the levels below. This change will both ensure the top level of the building reads as a cap to the building, while also minimising the impact of the development on vistas along Johnston Street.

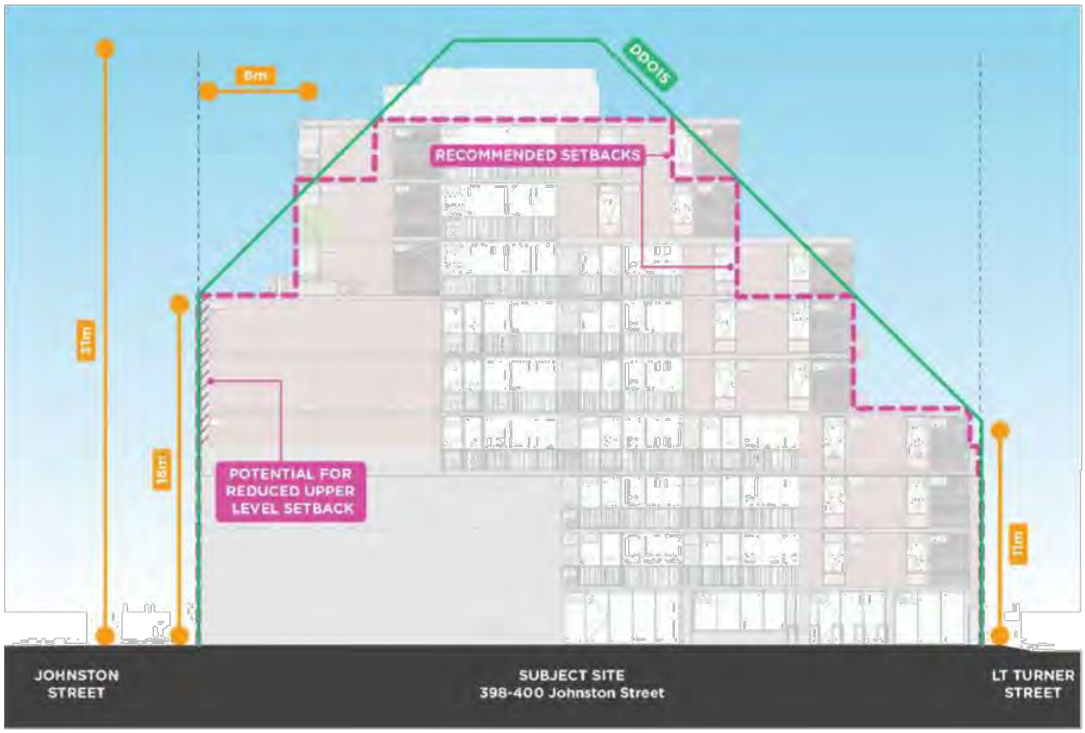


Figure 3 – Recommended height and massing (source: MA Architects, with annotations added).

In summary, from an urban design perspective, we are supportive of the proposed overall building height of 27.0 metres subject to the application of the recommended revisions to setbacks.

However, we note that several other requirements under DDO15 not related to urban design would need to be satisfied for the building height above the preferred to be supported.

2.2 Street walls

DDO15 directs a 15 metre preferred and 18 metre mandatory maximum street wall height along Johnston Street. The proposal is for a 5 storey/18 metre street wall.

The emerging street wall character of Precinct 2B along Johnston Street varies from 3 to 6 storeys. This variety in heights and resulting eclectic character is reinforced by DDO15 through its 15-18 metre allowance in variation.

With no immediate heritage context, the proposed street wall at 18 metres is assessed to be an appropriate response to DDO15 and the emerging robust built form character. Along Johnston Street, it is noted that the first two storeys of the street wall are distinguished from the levels above through the implementation of a parapet, with levels 03 to 05 marginally setback (300mm approx.) from the street wall below.

The emphasis of a two storey street wall appears to be a response to the existing two storey street wall character on the northern side of Johnston Street. However, as the street wall height and character are likely to emerge at between 15m and 18m as directed by DDO15, we find the parapet and setback applied above Level 01 unnecessary and recommend they are deleted. Further refinements to the building's composition and articulation are described in Section 2.4 below.

The streetwall at the rear, which is proposed to be 12 metres high, is marginally taller than DDO15 seeks for rear interfaces (11 metres). However, with the expression of the balustrading at Level 3 and the resulting minor setback above, the rear streetwall sits within the preferred upper level setback 45-degree angle. We are satisfied the slight exceedance of the street wall height will not cause any additional visual bulk to the properties to the north.

2.3 Side setbacks

DDO15 seeks the following side setbacks for infill developments:

Where development shares a common boundary or a laneway, buildings above the street wall should be set back as follows:

Where a habitable room window is proposed:

- *4.5 metres from the common boundary.*
- *4.5 metres from the centre line of the laneway.*

Where a non-habitable room window or commercial window is proposed:

- *3 metres from the common boundary.*
- *3 metres from the centre line of the laneway where the laneway is less than 6 metres wide.*

The proposal has been designed to generally accord with the above requirements, However, a number of the side setbacks fall short of the minimum specified. All setbacks should be increased to be a minimum 4.5 metres or 3 metres where applicable.

We also note that the balconies of apartments 209, 212, 307, 310, 407 and 410 appear to have inter-looking issues with neighbouring east and west flanking apartments. Placing their balconies next to the living rooms of the adjacent apartments also reduces their outlook and internal amenity. Based on this, we recommend these apartments are redesigned to have their balconies fronting Johnston Street.

2.4 Design detail and landscaping

DDO15 states that *"facades above the street wall, including side walls, should:*

- *Employ a high standard of architectural design.*
- *Be well-articulated.*
- *Be designed to be read as part of the overall building.*
- *Not detract from the character of the streetscape when viewed directly or obliquely along either Johnston Street or Sackville Street."*

We consider the proposal needs further refinement in its street wall / podium presentation to Johnston Street. Currently it includes two design elements:

- A lower, 2 storey street wall framed by a prominent parapet; and
- An upper 3 storey street wall element setback 300mm from the levels below with a materiality congruous with the upper form.

We assess that the two design approaches adopted in the podium are unnecessary and should be refined to one. To achieve this, we recommend relocating the parapet at Level 01 to Level 05, enabling the composition to read as a singular podium / street wall with a recessed upper form.

In relation to the proposal's upper form presentation to Johnston Street, we consider this could be improved with more glazing and balustrading, similar to the northern façade. We also recommend

distinguishing the top level as a 'cap' to the building with the application of a recessive, charcoal colour.

The choice of materials and finishes also need further work to provide a better architectural response to Johnston Street. We suggest the charcoal colour could also be applied to other façade elements, adding further depth and interest.

We are unclear on the design thinking behind the scalloped balcony roofs on Level 6 and suggest these should be removed. The roof to these terraces could simply be open to the sky.

In relation to landscaping, we query how the trees proposed on Level 6 will maintained. Similarly, we query the purpose of the garden on Level 1 if residents cannot access it, nor does it look as though it will be accessible for maintenance by a body corporate.

2.5 Internal amenity

To exceed the preferred maximum building height, DDO15 requires the proposal achieves excellence for environmental sustainable design. Standard D18 of Clause 58 also seeks to provide common areas and corridors that include at least once source of natural ventilation and non-natural ventilation.

The corridors from Level 01 upwards appear to have no access to natural light or ventilation. We consider this to be a poor outcome and a non-compliance against Standard D18 of Clause 58. Based on this, we recommend the corridors are redesigned to allow for both natural light and ventilation to meet this requirement and to exceed the preferred maximum building height in DDO15.

We also note that the corridors are very narrow at 1.2 metres wide for the majority of their length. While it is not a direct urban design consideration, we consider corridors widened to 1.6 metres would ensure they are appropriately accessible.

2.5 Public realm

DDO15 seeks street frontages that:

- *Are continuous, visible and activated;*
- *Provide passive surveillance;*

- *Provide an active or visually interesting interface with the public realm;*
- *Locate services away from the primary street frontage; and*
- *Contribute to a well-designed, contemporary urban character that provides articulation that reinforces the fine grain street pattern.*

Overall, we find the proposed Ground Floor program to be activated, articulated and generally visually interesting, with the balance of services concealed along the Little Turner Street frontage. However, we make the following recommendations to improve public realm amenity and the proposal's sense of address:

- Widen the resident entry on Johnston Street to 2.0 metres to create a better sense of address.
- Revise the canopy to be unbroken and extended to 750mm from the kerb.

3.0 CONCLUSION

In summary, the Site supports a more intensive built form outcome, given its location in the Johnston Street Activity Centre. However, the proposal requires changes to ensure it appropriately responds to the context and DDO15. Therefore, we recommend the following design changes be made from an urban design perspective:

- Set back Levels 6 and 8 an additional 6 metres and 3 metres respectively from the rear boundary.
- Set back Level 8 an additional 3m from the Johnston Street boundary.
- Adjust the side setbacks to meet the minimum requirements of DDO15.
- Redesign the apartments (209, 212, 307, 310, 407 and 410) on Levels 2, 3 and 4 placing their balconies on Johnston Street.
- Provide additional width, natural light and ventilation to the internal corridors.
- Amend the streetwall on Johnston Street by deleting the setback above Level 01 and moving the parapet to Level 05.
- Widen the lobby entrance on Johnston Street to create a better sense of address.
- Revise the segmented canopy to be continuous and extended to 750mm of the kerb along Johnston Street.
- Revise the design of the Johnston Street façade to create a cohesive podium and tower format.
- Introduce an additional darker, more recessive colour to the materials palette to add further depth to the facades.

Please do not hesitate to contact Julia Bell or Danielle Cull should you wish to discuss any aspect of the above further.

kinetica

5 April 2022

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Yarra City Council
PO Box 168
RICHMOND 3121

Attention: Chris Stathis

Dear Chris

398 & 400 Johnston Street, Abbotsford
Development Application Acoustic Review

SLR Consulting Pty Ltd (SLR) has been retained by the City of Yarra to provide a review of the acoustic report prepared to support the application for a commercial development at 398 & 400 Johnston Street, Abbotsford.

Details of the report are as follows:

- Title: 398-400 Johnston Street, Abbotsford, Town Planning Acoustic Report
- Date: 12 December 2022
- Prepared for: DCF Property Group
- Prepared by: Cogent Acoustics

The report has been submitted to address the revised plans and peer review comments provided by SLR in our review dated 9 November 2021.

1 Drawing set

(Section 1.2 of the report)

The revised report references the drawing set printed 14 December 2021.

SLR Comments: *The current drawing set print dates are 27 January 2022 and 3 March 2022. The project team or acoustic consultant should confirm that the later version of the drawings does not have any implications for acoustics.*

2 SLR 2021 review comments

SLR's November 2021 review comments, Cogent's responses, and comment on the extent to which the issues raised by SLR have been addressed in the revised acoustic report, are provided in the following subsections.

SLR Consulting Australia Pty Ltd Level 11, 176 Wellington Parade East Melbourne VIC 3002 Australia
T: +61 3 9249 9400 E: melbourne@slrconsulting.com
www.slrconsulting.com ABN 29 001 584 612

2.1 Glazing review

SLR November 2021 Recommendation: [That] the consultant review and confirm that adequacy of 6 mm thick float glass for controlling road traffic noise to the development. In our opinion this option is a risk on this project.

Section 6.5.1 of the revised report: Glazing to bedrooms has been upgraded to a system with a rating of not less than Rw+Ctr = 31 dB. Example glazing configurations include 10 mm thick float glass and double glazing incorporating 10 mm thick glass.

SLR Comments re revised report: *Our indicative calculations suggest that the proposed upgrades should be adequate for addressing the predicted levels of road traffic noise to the subject development. This item has been addressed.*

2.2 Road traffic noise levels

SLR November 2021 Recommendation: Confirmation be provided that traffic noise during the loudest hours of the day and night periods do not exceed the upper ends of the AS/NZS2107 ranges.

Section 5.3.1 of the revised report: Noise data is provided for the loudest hours as well as the day and night average levels. The loudest hours are no more than 3 dB higher than the average levels.

SLR Comments re revised report: The data demonstrates that the design will be driven by the day and night average noise levels. This item has been addressed.

2.3 Glazing review

SLR November 2021 Recommendation: The report include the requirement for glazing to be reviewed and approved by the acoustical consultant prior to purchase. In particular, the proposed triple panel sliding doors should be demonstrated to meet to the project criteria.

Section 6.5.1 of the revised report: The report requires data for the triple panel sliding glass doors to be submitted for acoustic review.

SLR Comments re revised report: A review is not called up for all façade glazing, however the high risk items, being the triple panel doors, are required to be reviewed. Given that glazing is also required to meet a specified Rw+Ctr rating, we consider this item to be adequately addressed.

2.4 Update environmental legislation references

SLR November 2021 Recommendation: The report be updated to reference the current legislation for noise from commercial and communal plant and equipment (Part I of Publication 1826) and music (Part II of Publication 1826) .

Section 3.1 of the revised report: The report references the current environmental noise legislation.

SLR Comments re revised report: This issue is addressed.

2.5 Carstacker and general carpark equipment noise

SLR November 2021 Recommendation: An assessment of noise from car stackers and the carpark entrance gate be provided in the report. The assessment should identify the potentially most impacted receivers, provide a prediction of noise to receiver locations taking into consideration duration of the carstacker operations, the likely number of operations at particular times of the day and night, and any corrections relevant under Publication 1826. Noise from their operation should also be assessed to sleep disturbance criteria of not more than 65 dBA Lmax outside bedroom windows.

Revised report: In section 7.1.3 of the report Cogent propose designing to an internal maximum level of 55 dBA in bedrooms, consistent with criteria typically applied to rail noise sources.

An assessment of noise from car stackers is provided in Section 7.5.

The highest measured levels of noise from similar model car stackers are noted to be 66 L_{Aeq} and 82 L_{Amax}. This data has been used by Cogent to predict car stacker noise to sensitive receiver locations. The predicted effective noise level, including 5 dB adjustments for both tonality and impulsiveness, is up to 32 dBA. The predicted maximum noise level is 38 dBA.

SLR Comments re revised report: The nominated internal noise criteria of 55 L_{Amax}, dB is suitable only if it is assumed that sound is transmitted through an open window. Where windows are assumed to be closed, the assessment should either be to either external criteria (e.g. 65 dB L_{Amax} outside existing dwellings) or considerably lower internal targets (e.g. no more than 45 L_{Amax} within bedrooms of apartments within the development).

The report provides limited information regarding the assessment. It does not include: measurement conditions for the data presented (it is not clear whether the presented levels are reverberant carpark levels, or sound pressure levels at a reference distance); the actual location of the sensitive receiver considered (NSA 2 is shown as an entire block); the assumed duration of carstacker operations, and how the data has been used to predict noise from the basement carpark to NSA 2 (e.g. spreadsheet calculation or noise model, and critical calculation parameters such as the assumed losses within the basement carpark). The absence of this technical information does not provide a high level of comfort with regard to the predicted compliance.

Either a more detailed assessment should be provided or the car stacker installation should be conditional on commissioning noise measurements demonstrating compliance with both Part I of the Noise Protocol and sleep disturbance criterion of 65 L_{Amax}, dB outside bedroom windows.

2.6 Substation

SLR November 2021 recommendation: An assessment of noise from the substation be provided, taking into consideration that lower indoor limits that would apply under Publication 1826 than they did under SEPP N-1.

Section 7.7 of the revised report: Conceptual advice for addressing noise from the substation is provided in the report. The advice includes:

- Requirement for masonry walls and ceiling
- Construction of floor / ceiling to NCC minimum standards
- Treatment to all airways

Cogent state that the design of the substation is to be acoustically reviewed once equipment selections are finalised.

SLR Comments re revised report: The provided advice is generally sufficient with respect to noise control at this stage of the development. However, we note that any increases in slab thickness required to meet the lower internal noise criteria under Part I of the Noise Protocol, will need to be identified early in the design.

2.7 Residential terrace

SLR November 2021 recommendation: The residential terrace on the east side of the building should not be used during the night period, unless an acoustic report is prepared demonstrating that its use will comply with the City of Yarra recommended limits for patron noise.

SLR Comments re revised report: The revised report does not address noise from the external components of ground floor residential terrace. In the absence of this we recommend that the area be restricted to use during the day / evening periods.

3 Summary

SLR have carried out a review of the revised acoustic report prepared to address noise to and from the mixed use development proposed for 398-400 Johnston Street, Abbotsford. The report generally addresses noise issues on the project, however we recommend that the following matters are either further addressed in the report, or via planning permit conditions:

- Car stacker noise
    - Either a more detailed assessment be provided including: explanation of the measurement conditions for the car stacker noise data presented (it is not clear whether the presented levels are reverberant carpark levels, or sound pressure levels at a reference distance); the actual location of the sensitive receiver considered (NSA 2 is shown as an entire block); the assumed duration of carstacker operations, and how the data has been used to predict noise from the basement carpark to NSA 2 (e.g. spreadsheet calculation or noise model, and critical calculation parameters such as the assumed losses within the basement carpark),

      OR
    - Prior to occupancy, noise tests are conducted at the potentially most impacted receiver location demonstrating that noise from use of the equipment complies with both the Noise Protocol and a sleep disturbance level of no more than 65 L_{Amax}, dB.
- The residential terrace on the east side of the building should not be used during the night period (e.g. after 10 pm nightly).

Regards,



Dianne Williams
Principal – Acoustics

Checked/Authorised by: JA

Attachment 4 - PLN21/0316 - PDC Attachment - Combined Referral Comments

Michael Eaddy <eaddy@melconsultants.com>
To Stathis, Chris

Reply | Reply All | Forward | ...

Wed 2/03/2022 4:45 PM

You replied to this message on 3/03/2022 9:28 PM.

I've reviewed the report and S72 drawings and comments as a follows:

- I have compared the S72 drawings with the drawings provided for the initial review and the changes to the built form are minimal.
- We agree with the Windtech assessment and recommended screening of the balconies. It is noted that these recommendations for the terraces have only been partially implemented in the S72 plans, i.e. only partial hit and miss screens and intertenancy screens. It is recommended the full Windtech recommendations are implemented.
- If the Windtech recommendations are implemented in full then, as per our previous review, we agree with the conclusions of the assessment.

If you have any queries, please call.

Regards,

Michael Eaddy
BE ME PhD FIEAust, CPEng, NER, APEC Engineer, IntPE(Aus), RPEQ, CMEngNZ

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Attachment 4 - PLN21/0316 - PDC Attachment - Combined Referral Comments

Development Engineering Formal Referral Response

Application Information	
Referral Officer	Laura Condon
Officer	Mark Pisani
Council Reference	IREF22/00310
Address	398-400 Johnston Street, Abbotsford
Application No.	PLN21/0316
Proposal	Referral - Internal – Development Engineering
Comments Sought	Revised parking layout; further reduction in car parking

Council's Engineering Referral team provides the following information which is based on the information provided by Statutory Planning referenced above.

Comments and Recommendations

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
MA Architects	Summary of Changes		24 June 2022
	19005TP111_E *B01 Plan*	H	29 June 2022
	19005TP112_E *L00 Plan*	G	24 June 2022
	19005TP300_F *Section Sheet 01*	G	24 June 2022
	19005TP301_C Section Sheet 02	G	24 June 2022
	19005TP302_C Section Sheet 03	G	24 June 2022
	19005TP303_C Section Sheet 04	G	24 June 2022
Tract Consultants	Town Planning Report	05	7 July 2022
One Mile Grid	Transport Impact Assessment		4 July 2022

CAR PARKING PROVISION

Proposed Development

Under the provisions of Clause 52.06-5 of the Yarra Planning Scheme, the development's parking requirements are as follows:

Proposed Use	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
One-Bedroom Dwelling	20	1.0 space per dwelling	20	9
Two-Bedroom Dwelling	14	1.0 space per dwelling	14	11
Three-Bedroom Dwelling	12	2.0 space per dwelling	24	12
Medical Centre	430 m²	3.5 spaces per 100 m² of leasable floor area	15	4
Shop	252 m²	3.5 spaces per 100 m² of leasable floor area	8	3
Food and Drink	119 m²	3.5 spaces per 100 m² of leasable floor area	4	1
		Total	**85 spaces**	**40 spaces**

* Since the site is located within the Principal Public Transport Network Area, the parking rates in Column B of Clause 52.06-5 now apply.

To reduce the number of car parking spaces required under Clause 52.06-5 (including to reduce to zero spaces), the application for the car parking reduction must be accompanied by a Car Parking Demand Assessment.

Car Parking Demand Assessment

In reducing the number of parking spaces required for the proposed development, the Car Parking Demand Assessment would assess the following:

Parking Demand Consideration	Details
Parking Demand for One- and Two-Bedroom Dwellings	The one- and two-bedroom dwellings would be provided with on-site parking at a rate of 0.45 spaces per dwelling and 0.79 spaces per dwelling respectively. To determine the likely parking demand for the one-bedroom dwellings, One Mile Grid traffic consultants have sourced car ownership data from the 2016 ABS Census, specifically for 'flats, units or apartments'. The ABS Census data indicates that one-bedroom dwellings in the City of Yarra and Abbotsford have average car ownership rates of 0.71 and 0.72 cars per household respectively. For the two-bedroom dwellings, the average car ownership rates in the City of Yarra and Abbotsford are 0.95 and 0.99 spaces per dwelling respectively. Although the proposed on-site parking rates fall just short of the average car ownership rates, the car parking provision for the one- and two-bedroom dwellings is considered appropriate, as the site is well serviced by public transport and bicycle infrastructure.

Parking Demand Consideration	Details
Parking Demand for the Commercial Uses (Shop, Medical Centre and Food and Drink Premises)	The parking allocated for these uses would be exclusively used by staff. The on-site parking provision for the commercial uses would equate to 1.0 spaces per 100 square metres of floor area. This staff parking rate is considered appropriate. Patrons and patients would park on-street.
Availability of Public Transport in the Locality of the Land	The following public transport services can be accessed to and from the site by foot: ▪ Johnston Street buses – 100 metre walk ▪ Hoddle Street buses – 350 metre walk ▪ Victoria Park railway station – 290 metre walk
Multi-purpose Trips within the Area	Customers to the commercial uses might combine their trip by engaging in other business or activities whilst in the area.
Convenience of Pedestrian and Cyclist Access	The site is very well positioned in terms of pedestrian access to public transport nodes, shops, supermarket, places of employment and education and other essential facilities. The site also has good connectivity to the on- and off-road bicycle network.

Adequacy of Car Parking

From a traffic engineering perspective, the waiver of associated with the one-bedroom dwellings and commercial uses is considered appropriate in the context of the development and the surrounding area. The parking allocations for the various uses are considered appropriate. The operation of the development should not have an adverse impact on existing on-street parking conditions.

The Engineering Referral team has no objection to the reduction in the car parking requirement for this site.

TRAFFIC IMPACT

Trip Generation and Traffic Distribution

The trip generation of the revised proposal is less than the traffic contemplated in the previous proposal.

DEVELOPMENT LAYOUT DESIGN

Layout Design Assessment

Item	Assessment
Access Arrangements	
Development Entrance	The 6.1 metre vehicular entrance satisfies the Australian/New Zealand Standard AS/NZS 2890.1:2004.
Visibility	Visibility of traffic conditions to the west of the site is limited for vehicles exiting the development. It is recommended that a convex mirror be stalled on the east side of the development entrance as suggested by One Mile Grid traffic engineering consultants.
Headroom Clearance	The ramped accessway has a minimum headroom clearance of 2.3 metres, which satisfies AS/NZS 2890.1:2004.
Internal Ramped Accessways	Not dimensioned on the drawings.
Car Parking Modules and Mechanical Parking	
At-grade Parking Spaces	The dimensions of the parking spaces (2.6 metres by 4.9 metres) satisfy *Design standard 2: Car parking spaces* of Clause 52.06-9.
Accessible Parking Space	The accessible parking space and shared area have not been dimensioned on the drawings.
Aisles	The widths range from 6.127 metres to 6.4 metres which satisfy *Table 2: Minimum dimensions of car parking spaces and accessways* of Clause 52.06-9.
Column Depths and Setbacks	The positions of the columns within the at-grade parking area are non-compliant. Please see diagram appended to this memo.
Clearances to Walls	The third space along the northern row of parking spaces has a clearance that is less than the minimum 300 mm. All other spaces adjacent to walls have been provided with 300 mm clearances, which satisfy *Design standard 2*.
Motorcycle space	Not dimensioned on the drawings.
Car Stacker Device	The development would be using the Woehr Combilift 543 shuffle-type car stacker. Each space has a useable platform width of 2.6 metres and a length of 5.1 metres – satisfactory for accommodating a B85 design vehicle. The 543 stacker can accommodate vehicle clearance heights of at least 1.8 metres in the entry and upper levels of the device. This stacker satisfies the requirements of *Design standard 4: Mechanical parking*.
Gradients	
Ramp Grade for the first 5.0 metres inside the Property	The ramp profile comprises grades of 1 in 20 and a transition grade of 1 in 8. The applicant has not dimensioned the ramp grade sections or the transition grades.

Item	Assessment
Ramp Grades and Changes of Grade	The ramp grades and changes of grade satisfy *Table 3 Ramp Gradients* of Clause 52.06-9.
Swept Path Assessment	
Vehicle Entry Movements Development Entrance SPA100* Rev D	The swept path diagrams for a B99 design vehicle and an oncoming B85 vehicle entering and exiting the development via Little Turner Street are considered satisfactory.
Vehicle Passing Movements Little Turner Street SPA101 Rev C	The vehicle passing movements of a B99 design vehicle as an 8.8 metre long medium rigid vehicle is propped on the south of Little Turner Street are considered satisfactory.
Vehicle Circulation Basement Car Park SPA200 Rev E	The swept path diagrams for a B99 design vehicle circulating within the basement car park to and from the ramp are considered satisfactory.
Vehicle Turning Movements Basement Car Park SPA201 Rev E SPA202 Rev E	The swept path diagrams for a B85 design vehicle entering and exiting the car parking spaces and stacker platforms are considered satisfactory.
Vehicle Ground Clearance Check VCC100 Rev C	The submitted ground clearance check by One Mile Grid indicates that a B85 design vehicle and a B99 design vehicle can negotiate the ramp internally; however, detail of the ground clearance check in Little Turner Street is insufficient.
Other Items	
Loading Arrangements	Loading operations for this development would occur on the south side of Little Turner Street, as there is an existing Loading Zone that currently applies along the site's Little Turner Street abuttal.
Warning Light System	There is no objection to the installation of a warning light system to assist in regulating vehicle entry and exit movements via the single lane ramped accessway, as recommended by One Mile Grid.

* One Mile Grid swept path diagram drawing number.

Engineering Advice for Design Items to be Addressed by the Applicant

Item	Details
Visibility	A convex mirror is to be mounted at the east edge of the development entrance, as recommended by One Mile Grid.
Internal Ramped Accessway	To be dimensioned on the drawings.
Columns	The columns need to be redesigned and/or repositioned to comply with *Diagram 1 Clearance to car parking spaces* of Clause 52.06-9.
Motorcycle Spaces	To be dimensioned on the drawings.

Item	Details
Ground Clearance Check	The ground clearance check is to be resubmitted, showing the detail of the open invert and road pavement of Little Turner Street. An enlargement of the ground clearance check at the development entrance and Little Turner Street must be provide, showing levels at the property boundary, the invert and the edge of the channel and within the road pavement.

ENGINEERING COMMENTS AND CONDITIONS

These referral comments are to be read in conjunction with the referral comments prepared by the Engineering Referral team dated 8 October 2021 and 26 April 2022.

The engineering conditions recommended for this development from referral of 8 October 2021 are still relevant and pertinent to this proposal.

Engineer: Mark Pisani

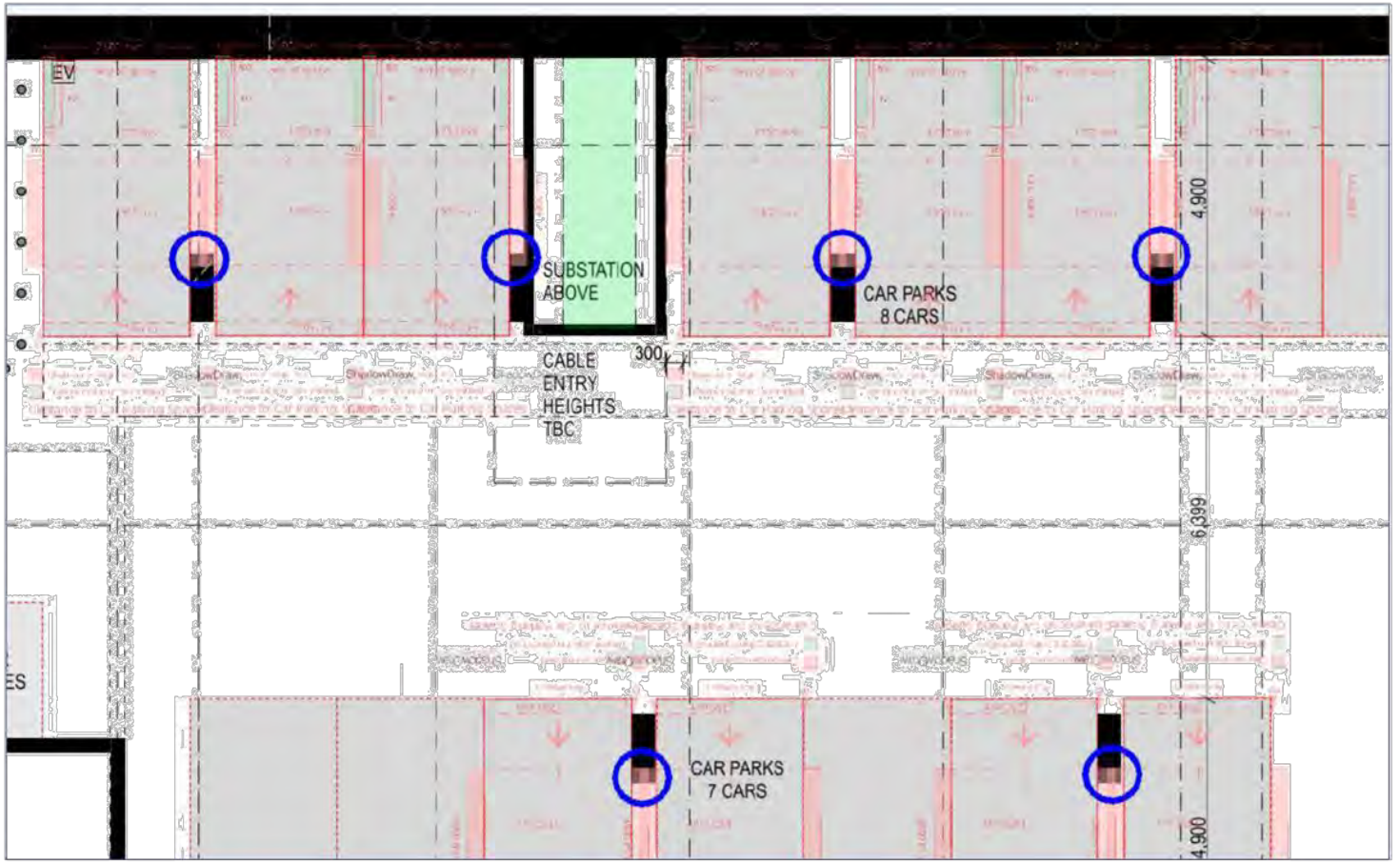
Signature: 

Date: 19 September 2022

Attachment 4 - PLN21/0316 - PDC Attachment - Combined Referral Comments

Development Engineering Formal Referral Response

NON-COMPLIANT COLUMNS



Attachment 4 - PLN21/0316 - PDC Attachment - Combined Referral Comments

Strategic Transport Formal Referral Response

Application Information	
Referral Officer	USERID
Officer	Philip Mallis
Council Reference	PLN21/0316
Address	398 Johnston St, Abbotsford VIC 3067
Proposal	Application PLN21/0316 re-advertised for the construction of a nine storey mixed-use building (permit required for dwelling use only), a reduction of the car parking requirements and alteration of access to a Transport Zone 2. Section 57A amendment to delete one of two basement levels (reduces on-site car parking spaces from 66 spaces to 40), internal rearrangement of the building (reduces number of apartments from 58 to 46) and reductions in the extent of proposed built form though altered setbacks to boundaries.
Comments Sought	This is the link to the Statutory Planning Referral memo: D22/220211 - IREF22/00370 - Internal Referral Formal Request

Council's Strategic Transport unit provides the following information which is based on the information provided in the Statutory Planning referral request memo referenced above.

Comments

Revised plans

The revised plans show significant changes to bicycle and transport access. Therefore, this is being treated partly as a new application for the purposes of this referral.

Bicycle Parking Provision

Statutory Requirement

Under the provisions of Clause 52.34-3 of the Yarra Planning Scheme, the development's bicycle parking requirements are as follows:

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Dwellings	46 dwellings	In developments of four or more storeys, 1 resident space to each 5 dwellings	9 resident spaces	52 resident / staff spaces 18 visitor spaces
		In developments of four or more storeys, 1 visitor space to each 10 dwellings	5 visitor spaces.	
Medical centre	10 practitioners	1 employee space to each 8 practitioners	1 employee spaces	
		1visitor space to each 4 practitioners	3 visitor spaces.	
Retail premises (other than specified in this table)	119 sqm	1 employee space to each 300 sqm of leasable floor area	0 employee spaces	
		1visitor space to each 500 sqm of leasable floor area	0 visitor spaces.	
Shop	252 sqm	1 employee space to each 600 sqm of leasable floor area if the leasable floor area exceeds 1000 sqm	0 employee spaces	
		1 visitor space to each 500 sqm of leasable floor area if	0 visitor spaces.	

1

		the leasable floor area exceeds 1000 sqm		
Bicycle Parking Spaces Total			**10 resident / employee spaces**	**52 resident / employee spaces**
			8 visitor spaces	**18 visitor spaces**
Showers / Change rooms		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	**0 showers / change rooms**	**0 showers / change rooms**

The development provides a total of 42 additional resident/employee spaces and 10 additional visitor spaces above the requirements of the Scheme.

Adequacy of visitor spaces

18 spaces are noted as visitor bicycle parking spaces.

The provision of the visitor spaces is adequate. However, measurements or annotations on the plan to indicate that the placement and dimensions comply with Australian Standard AS2890.3 should be included.

The plans also appear to include provision for only 16 visitor bicycle parking spaces, not 18. This should be clarified by the applicant. Even if only 16 are provided, this is considered adequate.

Adequacy of employee spaces

Number of spaces

Whilst the proposal includes a surplus of 42 resident/employee spaces above the requirements of the planning scheme, it is noted:

- A reduction of car parking spaces is sought.
- The subject site is located in an inner-urban area with already high cycling-to-work demand, and trends indicate demand will continue to increase; and both local and state planning policies include objectives to promote sustainable transport modes, including cycling.
- Given the above, the proposed 52 resident/employee spaces is considered acceptable.
- It would be acceptable if a further reduction in car parking spaces was sought to provide additional bicycle parking spaces.

Design and location of employee spaces and facilities

Employee and resident spaces are inadequately located and designed for the following reasons:

1

- Resident/employee bicycle parking is provided at Basement Level. Due to the steep ramps that provide access to the car park, it is envisioned most cyclists would choose to access the spaces via the lift shaft.
    - Dimensions of the door from the Basement lift lobby into the bicycle storage area must be shown on the plans to show a minimum width to allow a person walking a bicycle to comfortably fit, in compliance with Australian Standard AS2890.3.
- No spaces are located within a secure facility. Pursuant to Clause 52.34-3 & Australian Standard AS2890.3, bicycle spaces for residents and employees must be provided in a bicycle locker, or in a lockable compound. A secure car park does not constitute a lockable compound.
- No employee/resident bicycle parking spaces are located on ground. As per Australian Standard AS2890.3, at least 20% of employee and resident spaces must be provided at an on-ground horizontal space.

Electric vehicles

Council's BESS guidelines encourage the use of fuel efficient and electric vehicles (EV). The provision of electric bicycle charging and electric car charging on the plans is satisfactory. However, at least one of the electric bicycle charging facilities and one additional point must be provided in the secure employee/resident parking area for use by residents and employees.

Yarra's key bicycle corridors

The site is located adjacent to a key bicycle corridor. The Main Yarra Trail is nearby and there are connections to metropolitan and local bicycle routes nearby.

City Works

Relevant to this business unit and this application, the following capital works are approved / proposed within the area of the subject site (as relevant to the planning application):

None from Strategic Transport.

Recommendations

The following should be shown on the plans before endorsement:

1. Dimensions of bicycle storage spaces, doors, lifts and relevant access ways noted to demonstrate compliance with Australian Standard AS2890.3 or to the satisfaction of the Responsible Authority.

2. Confirmation of the number of visitor bicycle parking spaces to be provided.

3. All staff and resident bicycle parking facilities to be provided in a secure facility in compliance with Clause 52.34 and Australian Standard AS2890.3.

4. All resident and/or employee bicycle parking facilities to include a minimum of 20% of ground level (horizontal) spaces.

Principal Strategic Transport Planner (Strategic Transport Unit): Philip Mallis

Signature: 

Date: 14/09/2022

Attachment 4 - PLN21/0316 - PDC Attachment - Combined Referral Comments

City Works
Formal Referral Response

Application Information	
Referral Officer	Laura Condon
Officer	Atha Athanasi
Council Reference	PLN21/0316
Address	398 Johnston St, Abbotsford VIC 3067
Proposal	Application PLN21/0316 re-advertised for the construction of a nine-storey mixed-use building (permit required for dwelling use only), a reduction of the car parking requirements and alteration of access to a Transport Zone 2. Section 57A amendment to delete one of two basement levels (reduces on-site car parking spaces from 66 spaces to 40), internal rearrangement of the building (reduces number of apartments from 58 to 46) and reductions in the extent of proposed built form though altered setbacks to boundaries.
Comments Sought	Statutory Planning Referral memo: D22/220240

Council's City Works Branch provides the following information which is based on the information provided in the Statutory Planning referral request memo referenced above.

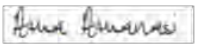
Comments:

The waste management plan for 398 – 400 Johnston Street, Abbotsford authored by One Mile Grid and dated 1/7/2022 is not satisfactory from a City Works Branch's perspective. Issues to be rectified include, but may not be limited to the following:

1. Please detail how hard waste and e-waste will be managed at this site.

Attachment 4 - PLN21/0316 - PDC Attachment - Combined Referral Comments

Officer: Atha Athanasi

Signature: 

Date:6/09/2022

Attachment 4 - PLN21/0316 - PDC Attachment - Combined Referral Comments

ESD Formal Referral Response

Application Information	
Referral Officer	Laura Condon
Officer	Gavin Ashley
Council Reference	PLN21/0316
Address	398 Johnston St, Abbotsford, VIC 3067
Proposal	Application PLN21/0316 re-advertised for the construction of a nine storey mixed-use building (permit required for dwelling use only), a reduction of the car parking requirements and alteration of access to a Transport Zone 2. Section 57A amendment to delete one of two basement levels (reduces on-site car parking spaces from 66 spaces to 40), internal rearrangement of the building (reduces number of apartments from 58 to 46) and reductions in the extent of proposed built form though altered setbacks to boundaries.
Comments Sought	Click here to view the link to the Statutory Planning Referral memo: **D22/220250**

Council's ESD Officer provides the following information which is based on the information provided in the Statutory Planning referral request memo referenced above.

ESD comments were requested on the following:

- Section 57A Amendment to originally submitted application

In assessing this application, the following documents were reviewed:

- [previous] Sustainability Management Plan (SMP) prepared by ECM Group (V5 – 25.08.2021)
- [previous] Architectural Plans prepared by MA Architects (Rev C – 27.08.2021)
- [previous] Sustainability Management Plan (SMP) prepared by Frater Consulting Services (V10 – 07.07.2022)
- [previous] Architectural Plans prepared by MA Architects (Rev G – 24.06.2022)

Comments

The standard of the submitted ESD does not meet Council's Environmentally Sustainable Design (ESD) standards.

Hello Laura,

I have reviewed the amended documentation associated with the s57a submission for the above property against the list of changes, previously submitted material, and previous ESD advice from Council with an assessment provided below (in **bold**):

In terms of changes, the following is noted:

- *Removal of a level 2 of basement, and consolidation of all storage to in apartment.*
  - **Satisfactory** – Removal of basement is supported due to reduction in excavation and concrete (e.g. embodied carbon), however consolidation of storage appears to lack capacity for bulky items. Decision deferred to town planner.
- *Adapted apartment mix as a result of structural changes.*
  - **Satisfactory** – Changes to apartment mix and internal layout supported due to daylight modelling [96% bedrooms with DF>0.5 and 83% of living rooms with DF>2.0] (SMP, p.73 & 75), and BADS assessment against room depth and ventilation (TP700_B).
- *Screening elements changed to a vertical metal on levels 4-8 in line with wind report.*
  - **Satisfactory** – Screening elements satisfactory. Consider additional screening / shading elements to west facing habitable windows on level 4-8.

All other changes are deemed **Satisfactory**.

In terms of previous ESD advice provided by Council, the following actions were highlighted:

- *It is recommended that modelling be revised with internal ceiling reflectance of 80%.*
  - **Satisfactory** – Revised daylight modelling uses internal reflectance values of (max) 0.8 (SMP, p. 59).

- *Clarify and confirm that no gas connection is provided and amend BESS report accordingly.*
  - **Pending** – While BESS credit 2.4 has been scoped out with a note that 'no gas for DHW and HVAC', a natural gas supply to the building is noted on page 11 of the BESS report (SMP, p. 40).
  - **Action** – Confirm whether gas is being used at all within the building (e.g. for cooking), and suggest removing all connection and going 100% all-electric. More information can be found on the City of Yarra's website HERE.

- *Clarify misalignment between the BESS report and BADS assessment, with a table of all apartment types and their ventilation type and assessment against each requirement.*

  - **Satisfactory** – The SMP and BESS report have been updated to note that mechanically assisted ventilation will be provided to the remaining apartments (SMP, p. 12).

- *Amend rooftop plans to clearly specify a 20kW rooftop solar PV system.*
  - **Satisfactory** – The plans have been amended to articulate a 6.75kW array on level 06, and a 13.5kW array on the roof (TP120H & TP123H).

- *Confirm fire water tank capacity and intended reuse.*
  - **Satisfactory** – Fire tank water to be reused for toilet flushing and irrigation (SMP, p. 11).

- *Confirm that post-development stormwater flows will not exceed pre-development levels. Providing calculations to support in the form of a MUSIC model, calculations on building water use and discharge (compared to pre-development assumptions) or a civil engineer statement prior to construction.*
  - **Satisfactory** – The SMP has been updated to include a commitment to ensure post-development stormwater flows do not exceed pre-development levels (SMP, p. 23).

- *Amend SMP to remove all ambiguous language (regarding concrete and otherwise).*
  - **Pending** – Commitments within the materials category still use ambiguous phrases like 'will be preferred' and 'is encouraged' (SMP, p. 16 & 18).
  - **Action** – Please revise to include form Commitments and targets (e.g. by weight or cost).

- *Amend GTP to clearly outline all bicycle facilities including EoT.*
  - **Pending** – While the GTP outlines the bicycle parking provision against statutory requirements it does not include details of the EoT facilities (e.g. showers, and lockers).
  - **Action** – Update GTP in line with details in the SMP and plans.

- *Consider a lighter external finish for high mass materials (i.e. bricks), or wire trellis' for north-facing planter boxes on the ground floor to support climbing vegetation to assist in shading the brick façade.*
  - **Pending** – From the Landscape Plan is appears the north-facing ground level planters are to contain 'Lomandra longifolia', a ground cover.
  - **Action –** Consider replacing or including a climbing species within the centre planter zone to eventually climb up the perforated brick façade and shade the high mass materials from excessive heat gain.

- *Amend the plans to include an annotation stating all balconies are provided with a tap and floor waste or include symbols throughout the plans accordingly.*
  - **Satisfactory** – The plans have been updated to indicate taps on each balcony, and the SMP/BESS report has been updated to confirm tap/waste as requested (SMP, p. 52).

- *Provide source of carbon reduction estimates, and following confirmation of SCM (see above point re: ambiguous language) provide high-levels estimates of project-specific reductions in embodied carbon.*

- **Satisfactory** – Specific reduction quantity has been removed from the SMP.

Suggested conditions:

- *Include a permit condition that requires a JV3 report prior to construction indicating a (min) 10% improvement / reduction in GHG emissions for the non-residential component (i.e. shop).*
- *Other outstanding items listed above can be conditioned (except where stated as 'consider').*

Recommendations

The applicant is required to address the items noted as 'pending' with actions provided accordingly – in addition to the suggested permit condition/s if they are not addressed through a further information request.

ESD Officer: ASHLEYG

Signature: Gavin Ashley

Date: 15.09.2022

Urban Design
Formal Referral Response

Application Information	
Referral Officer	Laura Condon
Officer	Lucy Stratton
Council Reference	PLN21/0316
Address	398 Johnston St, Abbotsford VIC 3067
Proposal	Application PLN21/0316 re-advertised for the construction of a nine storey mixed-use building (permit required for dwelling use only), a reduction of the car parking requirements and alteration of access to a Transport Zone 2. Section 57A amendment to delete one of two basement levels (reduces on-site car parking spaces from 66 spaces to 40), internal rearrangement of the building (reduces number of apartments from 58 to 46) and reductions in the extent of proposed built form though altered setbacks to boundaries.
Comments Sought	D22/220265 - IREF22/00374 - Internal Referral Formal Request

Comment Summary

Previous Urban Design Comments	S57B Response
Spoon drain to northern site boundary (running along Little Turner St) to be shown on drawings.	**Satisfied.**
Floor material finish to alcoves between façade columns.	**Not satisfied** – no material specified.
It is unclear whether the area labelled 'GAS' is contained within a cabinet or not. If so, door swings are to be shown on the plans and must not encroach on the public footpath.	**Not satisfied** – service door swings should be able to be pinned back 180 degrees as to not encroach on the footpath.
The substation doors are shown to open beyond the boundary of the subject site. The doors are to be setback so their door swings land entirely within the subject site, or rearranged to swing internally	**Satisfied.**

The doors to the service corridor present a sightline issue if these are to be used as a means of egress by building occupants. As there is no footpath along Little Turner St, it is recommended that these doors are set back to allow a one (1) metre landing as a pedestrian refuge so prevent someone from walking directly out into oncoming traffic.	**Satisfied.**
Plans should indicate the height, materiality and level of transparency of the fence to Little Turner Street. As well as any lighting measures to ensure the safety and amenity of this entrance	**Not satisfied** – transparency and height of fence to Little Turner should be annotated. Lighting not addressed.
All pavements surrounding the subject site are to be reinstated as asphalt footpaths as per Yarra Road Materials Policy and relevant Yarra Standard Drawings.	**Satisfied.**

Urban Designer: Lucy Stratton
Date: 30 August 2022

Attachment 4 - PLN21/0316 - PDC Attachment - Combined Referral Comments

Memo

To:	**Michelle King**
Cc:	**Julia Mardjuki;**
From:	**Kevin Ayrey**
Date:	**14 September 2021**
Subject:	**PLN21/0316 – 398- 400 Johnston Street, Abbotsford**

Dear Michelle,

I have reviewed the plans by Bradbury Culina (dated 16/06/2021) for the above planning application.

The architectural plans show landscaping and planting on the ground and levels 1, 4, 6 & 7. Small trees are included in planters on level 6. The landscape plans show planting on the ground and level 1, and small trees in planters on level 7. The two sets of drawings need to be consistent.

Suitable landscape plans would need to be provided as part of the planning permit requirments and would need to include the following information -

(a) show the type, location, quantity, height at maturity and botanical names of all proposed plants in a plant schedule and planting plans; - this has been included in the landscape plans except for the inconsistency in levels showing planting. The plant selection is acceptable.
(b) provide details of the raised planters and terrace/rooftop planting (including planter box materials and dimensions, mulch layer suitable in weight and content for roof top gardens, filter media, irrigation method, drainage system, root barrier / water proofing layer); - this has also been included, although the soil mix is not a lightweight media usually specified for elevated planted areas and the depth of the planted areas is not clear. Trees will need a minimum of 600mm depth growing media.
(c) provide information on the proposed method for irrigation and drainage;
(d) show the materiality of the proposed spaces; - this is adequately shown.
(e) further detail on any sustainable treatments and water harvesting methods for irrigation ;and
(f) provide a plant and landscape maintenance schedule – including tasks and frequency to maintain the landscape following the maintenance period. If there are specific maintenance access issues the methodology for these should be included.

Load bearing weights for the building need to be checked and confirmed by suitably qualified structural engineers against the saturated bulk density of the proposed soil media, planter box and plant mass proposed.

Please feel free to contact me if you would like me to clarify my comments (ph. 9205 5770).

Sincerely,

Kevin Ayrey
Landscape Architect
Open Space Planning & Design

Attachment 4 - PLN21/0316 - PDC Attachment - Combined Referral Comments

Open Space Services
Formal Referral Response

Application Information	
Referral Officer	USERID
Officer	Robert Hill
Council Reference	PLN21/0316
Address	398 Johnston St, Abbotsford VIC 3067
Proposal	Application PLN21/0316 re-advertised for the construction of a nine storey mixed-use building (permit required for dwelling use only), a reduction of the car parking requirements and alteration of access to a Transport Zone 2. Section 57A amendment to delete one of two basement levels (reduces on-site car parking spaces from 66 spaces to 40), internal rearrangement of the building (reduces number of apartments from 58 to 46) and reductions in the extent of proposed built form though altered setbacks to boundaries.
Comments Sought	This is the link to the Statutory Planning Referral memo:

Council's Open Space Services (City Works) provides the following information which is based on the information provided in the Statutory Planning referral request memo referenced above.

Council's Open Space Services (City Works) were requested to make comment on the proposal:

- Is the revised canopy acceptable in relation to the street tree?
- Any further comments/ revised design address your previous concerns?

Comments and Recommendations

I have reviewed the updated plans, D22/220135.

The awnings is still showing that will cover the trees. This must be redesigned to ensure a 4.5m radius clearance to the side is achieved and no awning to be constructed over top of the tree.

A tree protection management plan must be submitted and approved prior to works that is:

- Written by an appropriately qualified arborist
- References and is in keeping with AS4970-2009 Protection of trees on development sites
- Identifies tree protection measures to ensure the long-term viability of the street trees
    - Shows tree protection fencing to be solid hoarding fixed to the ground that extends along the footpath the width of the canopy.
    - Identifies tree protection measures that protect the canopy from any damage by machinery, vehicles, construction processes.

City Works

Relevant to this business unit and this application, please be aware that the following capital works are approved / proposed within the area of the subject site (as relevant to the planning application):

Open Space Services: USERID

Signature: Rob Hill

Date: 30/08/2022

Attachment 4 - PLN21/0316 - PDC Attachment - Combined Referral Comments

Department of Transport

GPO Box 2392
Melbourne, VIC 3001 Australia
Telephone: +61 3 9651 9999
www.transport.vic.gov.au
DX 201292

13 December 2022

Chris Stathis
Yarra City Council
PO BOX 168
RICHMOND VIC 3121

Dear Mr. Stathis,

PLANNING APPLICATION NO.:	**PLN21/0316**
DEPARTMENT REFERENCE NO:	**PPR 37393/21-B**
PROPERTY ADDRESS:	**398-400 JOHNSTON STREET, ABBOTSFORD VIC 3067**

Section 55 – No objection subject to conditions

Thank you for referring the above application to the Head, Transport for Victoria under Section 55 of the *Planning and Environment Act 1987*.

The Head, Transport for Victoria provides its written consent under Clause 36.04-3 of the Yarra Planning Scheme to the application being made and supports the proposed use and development subject to certain conditions being met (refer below).

The Head, Transport for Victoria has considered this application and does not object if the permit is subject to the following condition and note:

1. *Prior to commencement of use all disused or redundant vehicle crossings must be removed, and the area reinstated to the satisfaction of the Responsible Authority and at no cost to the Head, Transport for Victoria.*

Separate consent may be required from Head, Transport for Victoria under the Road Management Act 2004 for buildings and works undertaken outside the title boundary within a Transport Zone 2 (Johnston Street). Please contact Head, Transport for Victoria prior to commencing any works.

End of conditions

HTfV advise that the awning/canopy clearance height above the pavement and measurement from the back of kerb should be consistent with the Building Act and Regulations. In addition, as the City of Yarra are the managers of the area from the back of kerb to the property boundary, HTfV have no objection to the landscape plans.

Please forward a copy of any decision to this office as required under the *Planning and Environment Act 1987*.

VICTORIA State Government

Should you have any enquiries regarding this matter, please contact Gillian Menegas on 9313-1148 or Gillian.Menegas@roads.vic.gov.au.

Yours sincerely

Gillian Menegas

Gillian Menegas
Principal Statutory Planner - Inner Metropolitan Region
Under delegation from the Head, Transport for Victoria

13/12/2022